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YOUNG CRIMINAL PROBLEM.

NEED OF REFORMS IN HONGKONG.

OUTPORT RESIDENT RAISES IMPORTANT ISSUE.

PLEA FOR HUMANITY.

From a British resident of Swatow, who signs himself "Outport Reader," we have received an interesting letter on the treatment of young offenders in Hongkong. In it, the writer criticises, in a friendly spirit, some recent sentences on youths who have come before our Police Courts, especially those involving corporal punishment, and suggests that the time has come for some form of "after-treatment" for young criminals. This, he thinks, could be done by some voluntary Association working in conjunction with the Government.

It is pointed out that when the question of the abolition of capital punishment is dealt with, there will be a close scrutiny of those models of Western justice which are being introduced into China, and the writer would like to see the Hongkong practice err on the side of humanity, rather than otherwise, in dealing with young criminals. The letter is in the following terms:

The Letter.

When a magistrate has to say with a sigh that he does not know what to do with a young criminal and then in despair passes sentence of three months' hard labour, public spirited people must ask "Is the community doing all that is possible for such cases? Is it not necessary to come to the help of the harassed magistrate, and provide some other means of protecting the community and of saving the criminal than the law as yet affords?"

A number of cases in the last few months have shown that there is entirely inadequate provision for the treatment of boys and youths who have broken the law in the Colony. One of the most painful you reported in your issue of Oct. 29th under the heading "Habitual Young Criminal." The lad concerned was 16 years of age, and it was shown in court that in the previous three years he had been out of gaol only some three months. Your account says:—"The boy pleaded, with tears in his eyes, that he had no parents, and although the gaoler had given him a free hawkers' licence, he had no money with which to start any business."

Pointed Queries.

Consider, sir, the situation: a little lad at various times during those three years turned from prison with not a cent in his pocket, and no home to which to go, nothing to eat and nowhere to sleep, alone on the streets of Hongkong. Which of us, even if we were a few years older than he, could make good in such a case?

Yet in this case the police inspector is reported as thinking that 12 months' hard "would do him good." What can the good inspector conceivably mean by that opinion? While the boy is toiling through those twelve months, what ray of hope can enter his heart? When eventually he is dismissed where will he get his first meal? What job can he turn his hand to? He received the maximum sentence of six months.

I remember two other cases which caused one much perturbation in the last month or two. One concerned a small boy whose employer or relative indulged in the reprehensible habit of printing and issuing lottery tickets. The man was rightly dealt with according to the law; in addition, and of course also in accordance with the law, the boy was sentenced to a caning. From the account of the case it seemed clear that the boy could have no initiative in the matter; he was merely doing what he was told. Yet he got a judicial caning, than which nothing is more likely to produce an habitual criminal.

Other Cases.

The other case was similar. Opium had been found on certain premises and the householder had been fined; but his houseboy was involved, and of tender years. It did not appear from the report of the case that he could have any direct responsibility for the business, yet he was, if I remember right, sentenced to a caning.

BRITISH SOLDIERS MUTINY.

ARGYLL AND SUTHERLAND HIGHLANDERS.

THE STORY LEAKS OUT.

London, Nov. 15. The bare fact that three soldiers of the 2nd Battalion, The Argyll and Sutherland Highlanders, stationed in the West Indies until recently, were court-martialled and found guilty of mutiny was first publicly disclosed at question-time in the House of Commons today.

As the result of enquiries, Reuters' correspondent at Kingston, Jamaica, states that the men were charged with mutiny, with refusing to obey the orders of their officers, and with resisting arrest.

The trouble occurred at Newcastle, near Kingston, in the middle of June.

The court-martial sat for eighteen days and each of the accused was sentenced to five years' penal servitude. They were sent to England a month ago, prior to the departure of the battalion for Tientsin.

The Argyll and Sutherland Highlanders, who gained the name of the "thin red line of heroes" in the Crimean War, are now in Tientsin. They passed through Shanghai last week on the transport "City of Marseilles" on their way to the more northerly area of the China Command—Reuters.

SINISTER RUMOURS IN DURBAN.

ANOTHER PURPOSE BEHIND POLICE RAIDS?

Durban, Nov. 15. Yesterday's police raid, which ostensibly was carried out to deal with poll-tax defaulters, was repeated today in the heart of the town.

There is considerable public uneasiness due to rumours in circulation to the effect that the police have got wind of a sinister native organisation working behind the scenes. It is suggested that the real purpose of the raids is connected with this peril.

Large numbers of natives still refuse to pay the poll-tax, pleading conscientious objection. They have accepted the alternative of imprisonment.—Reuters.

SHANGHAI THEATRE SENSATION.

JUDGE DISMISSED FOR FIRING REVOLVER.

Shanghai, Nov. 16. Dr. Hsu Kung-tien, one of the leading judges of the Provisional Court, has been dismissed from his post following a remarkable incident at the Peking Theatre.

It appears that the judge fired a revolver, ostensibly to protect his wife and children. He stated that he feared a stampede as the result of the storming of the box office.—Our Own Correspondent.

PAPER HUNT CLUB INNOVATION.

CHINESE STEWARD ELECTED FOR FIRST TIME.

Shanghai, Nov. 16. Mr. Stanley Wang was last night elected the first Chinese Steward of the Paper Hunt Club. His hunting experience includes participation in big hunts in England.

His election was accorded a most enthusiastic reception.—Our Own Correspondent.

DATE OF THE NAVAL CONFERENCE.

U.S. ACCEPTS THE BRITISH INVITATION.

Washington Nov. 15. The United States has accepted the British Government's invitation to the Flue-Power Naval Conference, the first meeting of which is to be held in London on January 21st, 1930.—Reuters' American Service.

AMERICAN PRIEST IN PERIL.

MISSION UNABLE TO GET INTO TOUCH.

STORY OF THE CAPTURE OF FR. KREUTZEN.

TORTURE THREATS.

Threatened with torture and possible death, exposed to cold and given nothing but cold rice to eat, the Rev. Ulrich Kreutzen, an American Catholic Father attached to the American Franciscan Mission at Wuchang, is still a prisoner in the hands of a band of Chinese Communist bandits somewhere between Tawantien and Wei-yankow, about 20 miles below Huangshihang on the Yangtze.

The outlaws took the priest from his church at Wei-yankow on November 9 and are holding him for ransom, declaring that they will put their captive to death unless the sum of \$10,000 is paid within 10 days.

A Reuter message from Hankow, received last night, states that every effort has been made to get into touch with Father Kreutzen without success.

Whereabouts Undisclosed.

Two go-betweens were sent by the Mission and they managed to secure an interview with representatives of the captors, who refused to disclose his whereabouts. It is believed that he has been hidden in the mountains in the vicinity of Wei-yankow.

Father Ulrich Kreutzen is a native of Kalumet, Mich., and has been in China many years as a missionary.

Wei-yankow, where the priest was kidnapped, is a small town in East Hupeh on the northern bank of the Yangtze. Swarming down from Kuangtai, a city in the grip of Red terrorism, Chinese Communists numbering nearly 2,000 and claiming to belong to the "Fifth Red Army" made a surprise attack at about five o'clock on the morning of November 9 and took possession of the town without much fighting.

Garrison Overpowered.

The small number of garrison soldiers was overpowered. The River Police Bureau was the first government headquarters to be stormed, the outlaws succeeding in disarming without difficulty the entire government force. There was a terrible panic and wholesale looting took place. The gang broke into Father Ulrich's chapel and captured him together with his Chinese servant and five garrison soldiers. Then they made a hasty departure and marched their prisoners to a place about seven miles from Wei-yankow.

Father Kreutzen's Letter.

The Communists evidently were after foreign prisoners. Before leaving the town, their commander asked Father Ulrich whether there were any other foreigners at Wei-yankow or in the neighbourhood and to this, the priest replied in Chinese "Pu Siao Teh" meaning "I don't know." He was then chained and taken to a place between Tawantien and Wei-yankow where he was given a bowl of cold rice to eat and was forced at pistol point to write a letter to the Mission Headquarters at Wuchang, saying that he had been captured and that his captors demanded the sum of \$10,000 as ransom which must be paid within four days. Father Ulrich wrote, therefore, the following note which was taken to Hankow by his Chinese servant:

Servant's Story of Torture Threat.

When the bandits set the servant free with the Father's letter, they intimated that if he should return within four days with the money he would be released also, but in case he should fail to return, Father Ulrich would be tortured and possibly killed.

The servant reached Hankow on Sunday last with the news of Father Ulrich's capture. The Father's letter is written on a "Chinese movie beauty" letter paper, supplied by his captors and

JERVOIS ST. FIRE ROBBERY.

LARGE SUM STOLEN FROM FIRM'S SAFE.

MYSTERIOUS AFFAIR.

The theft of a large sum of money has occurred as a sequel to the fire which took place on Wednesday morning in Jervois Street.

Ho Tak-po, the manager of the Kwong San silk shop at 28, Jervois Street, which suffered considerable damage from the fire, yesterday informed the police that, on investigating the contents of the firm's safe, which was left intact by the fire, he found the door of the receptacle closed but not locked.

His fears of a loss were confirmed when he discovered that a sum of \$1,000 in coin, together with a number of jewellery boxes, which he was forced to leave behind on account of their bulk when the fire broke out, had been stolen from the safe, as well as notes of various denominations. The key was found left in the lock.

Inspector A. Clark proceeded to the ruins yesterday afternoon to carry out investigations, upon receipt of this report. It was stated that when the alarm of fire was first given, the manager of the Kwong San firm had the presence of mind to remove notes amounting to \$3,400 from the safe. He now has cause for congratulation that he took this precaution.

IRAK PREMIER'S DEATH.

THE BRITISH GOVERNMENT'S SYMPATHY.

London, Nov. 15. The acting High Commissioner for Iraq has been instructed to convey to the Iraq Government, on behalf of the British Government, an expression of the sincere regret with which they have learned of the untimely death of Sir Abdul Muhsin Irak, the Premier, who was found shot dead.

The British Government convey their sympathy with the Iraq Government in the loss of one who had rendered such signal service to the Kingdom and whose loss will be so keenly felt throughout the whole of Iraq.—British Wireless.

SHANGHAI ANXIOUS FOR FUTURE.

CALL FOR MOBILISATION OF VOLUNTEER CORPS.

Shanghai, Nov. 16. A call has been issued for the mobilisation of members of the Shanghai Volunteer Corps of the age of 35 and onwards as a "second line of defence."

The matter, it is stated, is urgent in view of the whittling of the Shanghai Defence Force by the British Government.

It is emphasised that every able-bodied man will be needed in the event of trouble.—Our Own Correspondent.

NEW TURN IN KWANGSI SITUATION?

REPORT OF DETENTION OF LUI WOON-YIM.

Wuchow, Nov. 15. Martial law was declared in Wuchow at one o'clock this morning. All is quiet in the city and no disturbances are expected.

The action of the military authorities is believed to be in consequence of a report that General Lui Woon-yim has been detained at Kweiping by his subordinates.

An expedition has been sent to investigate the affair by General Chan Chai-tong, the Cantonese leader.—Naval Wireless.

The envelope bears a seal reading "General Headquarters of the Fifth Red Army."

The Mission authorities have notified the local authorities of the incident and have asked that immediate steps be taken to effect the Father's release.

COMMUNIST PLOT IN JAPAN.

SOVIET GOLD THROUGH SHANGHAI.

DRAMATIC CLUE SECURED AFTER A ROBBERY.

EXTENSIVE INTRIGUE.

After eighteen months, the press ban on information in regard to the Communist plot in Japan has been lifted. According to the Japan Times, the plot was the most wide-spread ever discovered in Japan.

The first inkling of the existence of Red revolutionists in Japan, says our Tokyo contemporary, dawned on the authorities in September, 1927, when they came across a foreign newspaper article describing a meeting of the Japanese section of the Third International at Moscow at which a definite programme of activities in Japan had been drawn up. The Metropolitan Police of Tokyo in conjunction with local police headquarters throughout the land immediately started a nation-wide round-up of the Communists which resulted in the wholesale arrest of over 1,000 men and women by March 15, 1928.

At that time, the police authorities were congratulating themselves for having stamped out the Red menace entirely. The fact was, however, that some of the astute leaders of the revolutionists made good their escape through the police net into Russia.

Flee from Tokyo.

Directly after the arrest of their associates in March, 1928, Munabu Sano, formerly a professor of political science in Waseda University and well-known publicist, Shiochi Ichikawa, Kenzo Yamamoto, and a number of other ringleaders fled from Tokyo in disguise and under assumed names, to Russia via China.

At the Soviet capital these chiefs and the Japanese students of the Communist institutions of learning there joined hands to plan out a recrudescence of Red propaganda in Japan, and later investigations by the police show that they were encouraged in the scheme by the Third International both morally and financially.

Undismayed by the stinging blow dealt on the Communist movement in March, 1928, a score of the Japanese Communists in Russia returned to renew their drive. A nucleus of the clandestine activities soon came into being in Tokyo which was divided into five zones each with a local headquarters. Several hundreds of university students including a number of women students responded to the beck of the red flag while in the provinces boys and girls contaminated with Communism were recruited as members of the "youth" a juvenile wing of the national body.

Money from Russia.

The evidence now in the hands of the law courts which have recently completed a preliminary examination of the case proves that the financing of the movement was mostly done by the Japanese agents of the Communists at Shanghai.

The unearthing of the plot by the Tokyo police was as dramatic as it was unexpected on the part of those concerned. On March 18, a burglar broke into the home of Mrs. Kin Sasaki at Yotsuya, Tokyo, and the ward police was mobilized to surround the scene of robbery with a cordon of the force with a strict order to question any and every suspicious-looking person turning up in the vicinity. In the small hours of the following day, attention was directed to a young man rather shabbily dressed passing by. An officer stopped him and after a brief altercation with the suspect he took the man to the police station at Yotsuya. The sharp eyed officer noticed a small pellet of paper dropping from a pocket of his captive as the latter was told to step into the station. This tiny ball of paper turned out to be the first clue to the nationwide intrigue of the Japanese Communists to bring about a revolution.

Before daybreak of April 16 a raid only next to the previous round-up on March 1928, in scope, was launched by the police. Altogether 825 Communists were arrested.

Bulls and Inners

From the Office Butts.

Hongkong doesn't object to red propaganda so long as it's confined to Flanders poppies.

It's very difficult to have an old soldier on toast.

Every cat avoids the street fur vendors—if it's sable!

Meteorological Note:—Two distinct depressions formed recently over Shanghai and Malaya respectively. Strangely enough, although Hongkong appeared to be the centre of the disturbance, the Colony escaped the full force of the blow.

"Ollie Factory."—Quite a brain-wave of yours to re-name Fish Street "Rotten Roe!"

The two principal motoring evils in Hongkong are tooting and tooting.

"A Beautiful Ball," says a newspaper heading. No; it was nothing to do with St. Andrew's—only an interport cricket episode.

There is no truth in the rumour that visiting cricketers were so profoundly impressed by the energy and ability of Hongkong's cricket scribes, that they are making an effort to get the abbit.

There are aine notes on the bagpipe. One over the eight!

We hear of some married women who found it very hard to observe the Two Minutes' Silence.

We thought cricket was a gentleman's game, until we read that one of the Malaya players daintily cut Colonel Wyatt.

M.P.'s salaries cost Britain £300,000 a year. Yet some people say talk is cheap.

"Motorists have too much side," says a writer. Yes, but pedestrians never seem able to determine which.

What with high rents and a low dollar, Hongkong folk appear to be in extremities.

A local sensation is promised shortly. It is believed that one of Hongkong's "fast set" has been seen dancing with her own husband.

"Enquirer:—Maybe they put flowers in saloon cars so that they can get in first with floral tributes for the poor pedestrian."

"Most married men nowadays are golfers," says a writer. That may explain why they are always complaining about their handicaps.

The art of conversation in this year of grace:—"Coming?" "No!" "Do!" "No!" "Why?" "Can't." "Really?" "Yes." "Sorry."

"Sensational Fall in Grain," says a Telegraph heading. A crop of trouble for somebody.

Canton is planning a new menagerie. Even Hongkong has its social lions.

If they humanise war much more, it won't be easy in future to decide who won.

Invitations are now being sent out to the next naval disarmament conference in London. At the moment of going to press, it was reported that Mr. William B. Shearer was still waiting for his.

An opera singer says art cannot be manufactured. Judging by some of the radio singers, it can't be broadcast, either.

A new practice golf ball which will not travel more than 30 feet is becoming popular. The ordinary ball, of course, would save the same purpose for some of our friends who play.

A local dancing teacher says that most people who take the floor are too heavy on their feet. Not only on their own, either.

Some folk have an itch for progress; others again have just put on their heavy underwear.

McWhirter says he doesn't need any expert to tell him that there's a shortage of banknotes in the Colony.

This has been a week of alibis. There's been "Alibi" at the Queen's Theatre and many others by office assistants who wanted to see the cricket.

Despite the seeming difficulty, it would appear that it's easier to secure bail on the cricket ground than at the Police Court.

One thing about the worm, nobody expects him to put out his hand when he turns.

One thing, we hope it will be a long time before they get filming some of these after-dinner speeches for the talkies.

Which reminds us that we met a man the other night on his way home who was only 27½ talkie.

This rubber controversy is evidently worth at least one Paro a day in the newspapers.

Newspaper heading:—"Drunken Man Falls 30 Feet." A drop too much.

We can't run to nightingales in this Colony; so what about broadcasting a few of our sleeping watchmen in the Central district?

For kissing a girl he did not know, a Brighton apprentice was fined £5. Apprentices are wondering how they can obtain the necessary practice to become proficient.

A Washington society woman testified she couldn't remember shooting her husband. Little things like that are apt to slip one's mind.

With these renewed Arab raids in Palestine, it is no wonder the Jews get Sated up.

Judging by yesterday's cable, tax-payers in Durban have been reduced to tears.

One of Hongkong's troubles is that credit is often given where credit is overdue.

A local dancing teacher says that most people who take the floor are too heavy on their feet. Not only on their own, either.



"Would you say 'Yes' if I asked you to marry me?" he asked cautiously.

"If I should say, 'Yes,' she replied, with equal caution, 'would you ask me?'"

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CIGARS

CRICKETERS DINE TOGETHER.

SPIRIT OF PLAYING FIELD EXTOLLED.

HAPPY SPEECHES.

After a festival of cricket between Hongkong, Shanghai and Malaya, the members of the teams, together with many others, were present at the Hongkong Hotel roof garden last night on the Interport dinner, at which Mr. H. R. B. Hancock presided.

Much pleasure was added to the evening by musical selections rendered by the Hongkong Hotel orchestra. Various entertaining numbers were given by Messrs. H. V. Parker, E. W. Hamilton and Annis (songs), Burnett (monologues), Major Tuke and Mr. Musson (songs with banjo and piano accompaniment), Mr. Dick Rarty (humorous songs at the piano), and Mr. Grimble (accompanist).

After the Loyal Toast had been honoured, the chairman proposed a toast to the two visiting teams and Hongkong. He said that on many previous occasions it had been his pleasure to reply on behalf of the Hongkong Interport side, but this year that would be in more capable hands. His duty was to propose a toast to the three Interport sides, Shanghai Malaya and Hongkong. In doing so he would refer particularly to the two visiting sides, and he was sure he was expressing the feelings of all cricketing members of the Colony when he said what a great pleasure it had been to welcome the visiting teams (applause).

Mr. Hancock continued he was sure such visits did a great deal to strengthen the bonds of friendship and good fellowship which existed between British communities in the Far East. The name of cricket had a particular attraction for Englishmen. It was still, he thought, regarded as the king of games, with its special appeal to everything that was good and wholesome in spirit. He thought he was right in saying that the game appealed almost as much to the looker-on as to the players themselves (applause).

Why that was so he "was not quite sure. Perhaps some of them had read books by Neville Carters, who was a great writer on cricket. In one of his books he said—"Cricket draws out the whole man—not only his practised craftsmanship, those tricks of the trade that may be exploited automatically if you are good enough, but also his wit, his temper, his humour, those animal spirits in man which at any moment, given a chance, impel him to all sorts of romantic hazards."

The Chairman continued that the spirit of the game was one of its strongest points, and he thought he could safely say that the matches witnessed in Hongkong during the past fortnight had been played in the right spirit (applause). It was a code that had influenced the lives of Britons wherever they had gone, carrying with them all that was good and right, playing the game, playing cricket and inoculating others with the spirit of the game.

Veterans Recalled.

He would like for a moment to recall in memory the names of some of those who had taken part in Interport cricket in the past and whom they missed very much, but who would be thinking of them. The name that occurred to them first, so far as Shanghai was concerned, was that of Captain E. I. M. Barrett (applause). He was a very fine cricketer, and "when you were in the field there was no one's back you would rather see returning to the pavilion." Mr. Hancock also mentioned the names of Willie and Arthur Mould, the Lannings, Billings, Barbridge and Bill Tark in connexion with Shanghai.

When thinking of Malaya, he continued, there at once came to memory the Whitneys and also Mr. Sharp, who used to be a very good



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bowler. There was also Mackenzie, Johnny Foster and "Dusty" Rhodes. "I am sure they are all thinking of us this evening."

Before concluding, Mr. Hancock told a story contained in a new book written by Neville Carters, entitled "The Summer Game." This dealt with a village cricket team which was usually got together at the last moment on a Saturday afternoon and the material was different each Saturday. One Saturday two batsmen were making a lot of runs but one of them spooned the ball high into the air. Three of the home side rushed forward to try and catch it when the Rev. Soames cried out "leave it to Thompson." The three fielders stood back and the ball fell to the ground. "There was no Thompson," said the chairman. "He wasn't playing."

Concluding, the chairman said it was not victory that constituted the joy of the combat, and he hoped that those who had taken part in the games especially Shanghai and Malaya, had enjoyed all the games as much as Hongkong had enjoyed them (applause). In offering the toast, the chairman coupled with it the names of the three skippers, Mr. D. W. Leach (Shanghai), Mr. R. E. L. Braddell (Malaya) and Mr. T. E. Pearce. He added he would take the opportunity of wishing the visitors *bon voyage*, with the hope that they had enjoyed their visit, and that they would try again (applause).

On Shanghai's Behalf.

In replying on behalf of Shanghai, Mr. Leach said the occasion was the sixth on which he had had the pleasure of visiting "this marvellous island." In Hongkong the senior men took a great interest in cricket and that was a feature which always appealed to Shanghai. In the northern port, how-

ever, the taipans only took an interest in dog racing (laughter). "At any rate you certainly uphold the traditions of a British Colony by the interest shown in cricket. To speak of your hospitality is almost unnecessary. I am sure I voice the feelings of the whole Shanghai eleven when I say we are almost overwhelmed by it. We hope to see Hongkong next May in Shanghai and bring as many supporters as you can, as we need them (laughter). We cannot entertain like you can down here because we have not got the jobs" (laughter).

The speaker went on to say they had had the pleasure of meeting their friends from Malaya, and with a bit of luck they had managed to beat them. "We were rather lucky, I'm afraid." After remarking, amid laughter, that he believed he was supposed to say something about cricket, he continued that they were supposed to

play Kowloon to-day, but owing to the exigencies of the service (laughter) C. P. R. sailings and other things would not let them play. "We are very sorry because we always have a very good game with Kowloon (laughter). They feed us very well to start off with. I think in 1924 Kowloon batted all morning, and then we hadiffin and our first batsman had great difficulty in finding the wicket when they went out there." (laughter).

(Continued on Page 3.)

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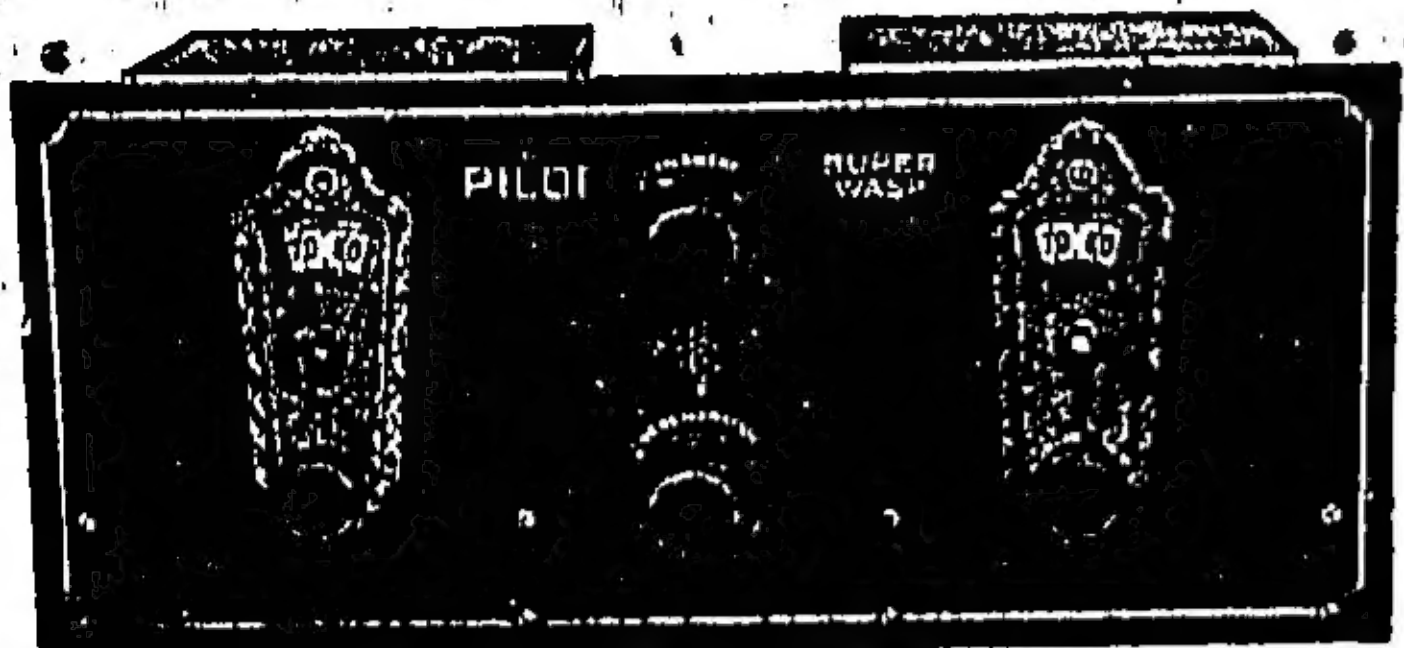
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(Continued from Page 2.)

Speaking of the Shanghai team, Mr. Leach said they had had a very good time. They had got together very well and they would like to stay down for another fortnight and play again (laughter). With regard to throwing, they had a wonderful baseball exponent who had thrown two "fives" (laughter).

Producing the Shanghai flag, and handing it to the chairman, the speaker said he hoped Hongkong would visit Shanghai in May and "give it back to me." (laughter).

Malayan Skipper Replies.

Mr. R. B. L. Braddell replied for Malaya. "I have no flag," he said, "to offer for Malaya because we don't possess one. If you want to collect one, come down to Singapore and try to get it (laughter and applause). Last time you came down, I believe, Bostock Hill collected nine wickets for ten runs and I think he can do it again (laughter). At any rate, he will have a good try, and I hope that if Hongkong cannot send a side down, then Hongkong and Shanghai will combine to send a side (laughter), and Japan too." (Renewed laughter).

After saying he was very proud to have skipped the Malaya eleven, the speaker said he would like to mention two matters which struck him. One was the batting of Donald Leach, and the other was the wicket-keeping of "Tam" Pearce (applause). Mr. Braddell concluded by congratulating both Mr. Hancock and Mr. Pearce on their victories. (Applause).

Mr. Pearce Speaks.

Tributes to the manner in which every member of the Hongkong team played their part in the two victories were paid by Mr. "Tam" Pearce. He referred to the false position he was in that evening in having to reply to the toast, as he explained that it should have fallen to Mr. Hancock, but it was considered that the latter could not very well reply to the toast as he had proposed although he was of the opinion that it would have been rather unique if he had done so. The chairman had mentioned that he would be expected to refer to the Hongkong team, and in the first place he would like to say what a great pleasure it was to lead the team to victory. He was very grateful for the way they had received the toast, and for the way they had turned up that night. The Hongkong team had the gift taken off the gingerbread by the fact that Hancock was unable to join them in their victory that day. It was a great disappointment to him and to them all, and he thought they were really rather lucky to win. He thought that on the whole the luck went just with them to give them the victory at the end.

It was the usual custom of the Hongkong team to review what the side had done, but it was a little difficult this time, as in looking at the list he thought they could say that everybody had done something. He would however like to mention one or two names which had meant success to the side. He thought that if ever any other side had a Bowler as a bowler they would be a jolly hard team to beat. Bowler was one of those cricketers who is playing all the time, and never lets up or spares himself for a moment. Then there was the grand cricket of Owen Hughes (applause). He was afraid that without him the batting of Hongkong would not have been anything like so formidable as it was. As a matter of fact, before the series started they thought that the batting was their strongest point, but they rather reluctantly had to say that it had been slightly disappointing.

On the whole the same might be said about the fielding. Occasionally it was brilliant, and at other times it slacked off. The bowling came far above expectations, and everybody seemed to get a wicket at just the right time.

Mr. Brace was rather annoyed with himself that he did not come off, but he would like to thank him for his assistance and advice with regard to the changes in the bowling. Col. Wyatt bowled jolly well, and he did not think very many were scored off him. He took very few wickets, but he worked like a Trojan all the time. Reid and Pincher also did well, and Richardson who came in at the last moment did his bit when necessary, and did it quite well. The "Baby" of the "family" also came off, and he prophesied a good future for him in Interport cricket.

Mr. Braddell had already been mentioned, but the outstanding cricketer of the series was undoubtedly Mr. Donald Leach (applause), and he thought that his was the best cricket he (the speaker) had seen in that class of cricket for the last 23 years. They must not forget Dr. O'Hara, and Wilson who bowled as well as anybody in the series. Then there

BURNED TO DEATH.

TRAGEDY ON A LOCAL
MOTOR JUNK.

A member of the crew of the motor junk See Yick was burned to death early yesterday morning when she caught fire, whilst returning to Hongkong from one of her regular trips to obtain fish from the fishing junks of Aberdeen.

According to the report made to the police, only a small quantity of fish was obtained from the fishing junks owing to the rough weather. On the return journey, everything went well until the See Yick reached Pakkok off Lamma Island, about 5 a.m. yesterday, when the engine caught fire.

The engine-room was, it is alleged, saturated with oil, with the result that the fire spread with alarming rapidity.

On the boat were altogether six men, five of whom jumped overboard immediately on the warning of fire, but despite the attempts to awake the sixth man, he continued to sleep on, and apparently was left to himself.

Finding that the fire was not burning as seriously as they had expected, the five men clambered back on board after a few minutes, and managed to put out the fire with salt water. They then found the other man, whose name was Wong Kam, burned to death. He was employed on board as a cook, and his age was given as 45.

The five men reached Aberdeen in a dinghy and reported the matter to the police. No. 5 Police Launch was immediately sent out and towed the damaged See Yick back to port.

The master and owner of the junk, Chan Foo, was also burned, although not seriously, and was sent to the Government Civil Hospital suffering from burns to his hands and face, sustained whilst attempting to put out the blaze.

The outbreak is said to have been caused by a back-fire from the engine. There was an extinguisher on the boat, but it proved of no avail.

was Stokes, who played jolly good cricket throughout the week.

In the Malaya side, Braddell played that class of cricket which they always expected from him, and he gave both Shanghai and Hongkong a lot to think about until he was out. Smith really surprised them; they really thought he was a bit of a rabbit when they saw him bowling against Shanghai, but he could assure him that they quite changed their minds when he bowled against Hongkong. Hopkins and Lal Singh also played extraordinary good cricket, and they were very glad to see Owen Hughes get the latter out with one of his funny balls that morning.

He referred to the statement made by Mr. Leach regarding the interest taken by the senior people of the Colony in the Interport cricket, and he hoped that would continue in the future. He thought it was really a feature of the cricket of Hongkong when the people took such interest in the matches. He would also like to mention another feature, and that was the way the people guaranteed the money to make the fixture list what it was. Those people gave them no end of help, and he thought that was a jolly good spirit. It was the right spirit, and so long as they had it, cricket was all right in the Colony.

"The Guests."

In calling upon Mr. R. Sutherland, O.B.E., to propose the toast of "The Guests," the Chairman paid a graceful tribute to the manner in which he had fostered the sporting spirit of cricket in the Colony, and said that he had identified himself with the Interport matches as much as possible.

Mr. Sutherland gave the toast in humorous vein, and said that they would see that he was going in fifth wicket down, and would therefore not expect much from him. They were all out to do what they could to keep the traditions of cricket going, and he would like to supplement some of the names of the old cricketers which the Chairman had mentioned. They remembered Jimmy Mann and Jackson, the demon bowler, Wood and Matthews who was for years secretary of the Shanghai Cricket Club, and Derrick Marshall, father of their friend Bill Stanion, "father" of the Shanghai Club, whose son was a coming cricketer, whom he was sure they would see in the team very soon.

This sequence of father and son in the teams would only lead to one consummation. In time they would see young Alec Pearce, captain of the Hongkong team.

Referring to the guests, Mr. Sutherland said they welcomed them, and not the least his Honour Sir Henry Gollan, who was their Chief Justice. It occurred to him that if they were ever hard up for umpires, surely Sir Henry was the man they would go to. He was used to making decisions which had to be accurate, whilst in his case if the decision was favourable to the batsman he was out, whilst if he

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Is that how you feel this morning—fresh, buoyant, ready to cheerily meet whatever comes throughout the day? Or does it seem instead as though the world is on top of you?

If the latter is the case, most likely the fault is with your digestive apparatus—the liver is clogged. It's astonishing how down-and-out the poisons of constipation make you feel—and how quickly cheerfulness and spirit return when Pinkettes have set matters right.

Laxative perfection, Pinkettes dispel biliousness, sick headaches, liverishness, in a single night. Your chemist sells them, price 60 cents the vial.

"JOURNEY'S END."

MANUSCRIPT AUCTIONED &
GIVEN TO NATION.

London, Nov. 15.

The King and Queen, together with the Duke and Duchess of York, last night went to see "Journey's End" at the Prince of Wales Theatre.

During an interval, their Majesties received the author, Mr. R. C. A. Sherriff, and expressed their deep appreciation of the play. They were particularly interested to hear the details of its presentation in so many other countries.

Meanwhile, the original manuscript of "Journey's End," which had been presented, for the benefit of its funds, to the League of Nations Union, was being auctioned at the peace commemoration dinner arranged by that organization, and after the first bidding the manuscript was sold for £1,500 to Sir Walter Lawrence, who is presenting it to the nation.

Sir Edward Lutyens, the famous architect, has promised to design a casket to contain it.—British Wireless.

said "not out," he was in for a long innings (laughter and applause).

The Chief Justice.

The toast was heartily received with musical honours, and in response Sir Henry Gollan said that before thanking them for their hospitality, he must deal with the terrifying suggestion made by Mr. Sutherland. He suggested that he (Sir Henry) might be called upon to act as an umpire, but he could assure them he would be a most incompetent person in that line, for in his case he had to listen to both sides before he could decide (applause and laughter). His experience during the last few days had been that only one side was heard. That was the one where a man called out in various raucous tones "How's that?"

He would, however, like to thank them for their hospitality and for the opportunity given to be present there that night. When he left Hongkong he would take with him many pleasant memories, but no memory would be more pleasant than that occasion, where the spirit of the cricket field was in their midst. There they had batsmen sitting by bowlers, with knives which they used to cut their food instead of disemboweling their foes, and it seemed to him that they could learn a lesson from such an occasion. In his opinion there would not be so much talk about peace, and so many treaties written on pie crusts and scraps of paper, if that spirit of cricket permeated the minds of politicians.

In referring to the feats he had witnessed during the cricket festival, Sir Henry paid a warm tribute to the magnificent fighting innings of Barnes for Shanghai against Malaya. Mr. Braddell said tried every sort of wile on Barnes, including half volleys on the off and leg, and half volleys on the middle stump. They had heard of the temptations of Saint Anthony, but he did not believe that that historical Saint would have undertaken to have resisted such temptations which were put in the way of Mr. Barnes that day. It was a sight which moved him to greater emotion than he had experienced for some time. Instead of dreaming dreams, he saw visions. He saw the vision of a statue of Saint Anthony Barnes with this inscription—"Naught tempted him half so much as the 'naught' he made in the Shanghai-Malaya match." (Laughter).

He thanked them for the pleasant evening and for the pleasant cricket, and he asked them to drink the health of their hosts.

The toast was duly and fittingly honoured.

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BRITISH MATERIALS TO BE USED.

The whole of the material used in the contract placed by the Central Electricity Board with the General Electric Co., Ltd., for one section of the overhead transmission lines in the south-east of England, will be manufactured in Great Britain.

An official of the company stated that the contract, the value of which was approximately £500,000, would cover the erection of the 132,000 volt lines in the district north of the Thames, stretching from Reading on the west to Peterborough on the north, and Ipswich and Colchester on the east. The total mileage of the overhead transmission would be 254 miles, and the total actual length of conductor would be 1,300 miles.

The contract would be carried out by the General Electric Company with the assistance of their associated company, the Pirelli-General Cable Works, Ltd., of Southampton, the latter company carrying out all the actual erection work. The work of erection would take in all three years, and employment would be given in the actual erection work to between 500 and 1,000 men. In addition to that employment would be given to large numbers in the manufacture of the steel towers, steel aluminium conductors insulators, and other accessories.

The overhead lines are one section of the system of overhead lines covering the whole of England and Scotland which are being erected by the Central Electricity Board with the object of linking up the main generating stations throughout the country and affording a cheap supply of electric power in all districts.

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Estimates for underground Cables up to 35,000 volts & overhead Transmission schemes up to 150,000 volts given by

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TO-DAY'S WANTS**25 WORDS — ONE DOLLAR****(\$1.50 IF NOT PREPAID)***The following replies have been received:—*

295, 300, 301, 305, 306, 315, 344, 363, 371,
374, 376, 381, 385, 411, 426, 427, 443, 445,
455, 461, 462, 465, 474, 476, 486, 505, 512,
545, 547, 556, 557, 562, 565, 566.

MISCELLANEOUS.

YOUNG BACHELOR. fond of sport, would like to join mess either in Hongkong or Kowloon, failing this, would take accommodation with private family as paying guest. Write Box No. 581, care of "Hongkong Telegraph."

FOR SALE.

Offers invited for **DESIRABLE RESIDENCE** in Peak District (near Motor Road). Furnished or unfurnished; Modern Sanitation; Four Large Rooms with Enclosed Verandahs; Two Bathrooms, Pantry, Drying Room, etc., etc. Write: Box No. 564, care of "Hongkong Telegraph."

FOR SALE.—Revera tennis racket, nearly new, complete with cover and press, 13½ ozs. Too heavy for owner. Will accept \$15 or near offer. Write Box No. 585, care of "Hongkong Telegraph."

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CHURCH NOTICES.

For the Twenty-fifth Sunday After Trinity.

LOCAL SERVICES.

St. John's Cathedral, Hong Kong.
17th November, 1929. Twenty-fifth Sunday Trinity. Holy Communion, 8 a.m. Holy Communion (Peak Church), 8 a.m. Children's Service, 10 a.m. Sunday School at Peak School, 10 a.m. Matins and Sermon, 11 a.m. Preacher: The Dean. Holy Communion, 12.15 p.m. Evensong, 6 p.m. Preacher: Rev. H. V. Koop. Social Evening in Cathedral Hall after Evensong.

Union Church, Hong Kong. Sunday 17th November, 1929. Sunday Schools, Kennedy Road, 10 a.m. Talk, 3 p.m. Morning Service, 11 a.m. (Broadcast Service). Preacher: Rev. F. Short. Hymns, 91, 52, 739, 553, 184. Evensong Service, 6 p.m. Preacher: Rev. Horace Johnston, B.A. Hymns, 317, 470, 546, 673.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Services, 11.15 a.m. Subject "Mortals and Immortals". The Sunday School is held at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church. The First Church of Christ Scientist, in Boston, Mass., U.S.A.

HONGKONG JOCKEY CLUB.

The Half Yearly General Meeting of Voting Members will be held in the Jockey Club Room, Hongkong Club Annex, on Monday, 18th November, 1929, at 5.15 p.m.

By Order,

C. B. BROWN.

Secretary.
Hongkong, 1st November, 1929.**New Advertisements****HONG KONG GENERAL CHAMBER OF COMMERCE.****CHINESE LANGUAGE SCHOOL.**

A New CLASS for BEGINNERS in the study of Colloquial Cantonese will shortly be formed. Full particulars may be obtained from the undersigned.

M. F. KEY,

Secretary.

Hong Kong, 14th Nov., 1929.

ST. JOHN'S CATHEDRAL.

Notice is hereby given that an Extraordinary General Meeting of Seatholders and Subscribers will be held in the Cathedral Hall on Thursday, 21st inst. at 5.30 p.m.

(1) To consider, and if thought necessary, approve of the proposed Church of England Trust Ordinance, a copy of which can be seen at the Cathedral Hall or on application to the Hon. Secretary.
(2) To elect two persons to represent St. John's Cathedral on the Body of Trustees to be constituted by the proposed Ordinance.

By Order of the Church Body,

W. L. PATTENDEN.

Hon. Secretary.
Hongkong, 11th November, 1929.**ST. STEPHEN'S COLLEGE, STANLEY.**

The New School Year begins on Tuesday, 3rd Dec.

hostel will be occupied before that date and this will provide additional accommodation for boarders. The health of the students has been very good indeed. New boys, boarders or day-boys, should send in their names as soon as possible, when arrangements will be made to bring them to Stanley on Saturday, 30th November for an Entrance Examination at 9.30 a.m.

Prospectus and entry-forms can be obtained from the Warden, or from Mr. Li Hoi Tung, Banker & Co., Bank of China Building.

PEAK TRAMWAYS CO., LTD.**NOTICE.**

No late cars will run after 12.05 to-night Friday, 15th November.

NOTICE.

Members of the s.s. "Patriotus" will act a little concert among themselves for the benefit of the ship's crew in the Lounge of the Palace Hotel, Kowloon, on Saturday night at 9 p.m. Among the items will be two monologues entitled "Devil May Care" and "Aristocrat". The latter is taken from the French Revolution.

G. L. HARTMAN,

Manager,
Palace Hotel.**OPENING ON NOV. 16, 1929.****LANCIA GARAGE**

151, Praya East.

The Undersigned, former chief engineer of the Fiat Garage, wishes to announce that he is opening a garage to be known as LANCIA GARAGE and will undertake any kind of repairs and storage. All repairs will be done under his personal supervision. Satisfaction guaranteed.

CESARE BORANDI.

HONGKONG ST. ANDREWS SOCIETY.

In view of the forthcoming Ball, members and guests are reminded of the two Practice Dances which will be held in the Peninsula Hotel on Tuesdays, 19th and 26th instant at 5.30 p.m.

Those attending are requested to present the perforated section of the Invitation Cards.

E. M. BRYDEN.

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Joint
Hon. Secretaries.**"PEAK MANSIONS."**

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and many other novelties.

THE STORE FOR RELIABLE**GOODS AT REASONABLE PRICES.****HONGKONG JOCKEY CLUB.**

The Eighth Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 16th November, 1929, commencing at 2 p.m.

The first bell will be rung at 1.30 p.m.

The charge for admission to the Public Enclosure will be \$1 for all persons including Ladies. Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5 each up to Friday, 15th November, 1929.

The charge for admission for Ladies to the Members' Enclosure will be \$2.

Each member can obtain upon application to the Secretary Badges for admission of 2 Ladies free of charge.

Bookmakers, Tic Tac Men, &c. will not be permitted to operate within the precincts of the Hongkong Jockey Club during the Race Meeting.

NO CHILDREN ALLOWED IN EITHER ENCLOSURE ON ANY PRETEXT.

LOCAL BILLIARDS.**REMEDIOS MAKES GOOD BREAK-OF 40.**

A friendly match was played between billiard teams from St. Patrick's Club and the Dockyard Recreation Club at the St. Patrick's Clubrooms on Wednesday night. Neither of the teams were at full strength, and a more exciting match is anticipated between them at the D.R.C. next week.

L. E. Remedios, Captain of St. Patrick's, made a break of 40, and his team won by 900 to 510. Scores were:

St. Patrick's:—S. M. Cruz (Jr.) 150, F. M. Cruz 150, L. E. Remedios (Capt.) 150, E. L. Barros 150, H. Painter 150, E. Remedios (Jr.) 150, Total, 900.

Dockyard Recreation Club:—A. A. Lewis (Capt.) 96, P. Moyle 47, B. Trotter 77, B. Jackson 147, R. Jackson 43, F. Pankhurst 100. Total, 510.

In connexion with the lawn tennis interpart, a ladies' trial match was played at the Kowloon Cricket Club yesterday afternoon between Mrs. Miles and Mrs. James, which Mrs. Miles won, 6-2, 6-2.

Another ladies' trial will be played at the Chinese Recreation Club tomorrow, commencing at 4 p.m., this being a doubles between Mrs. Miles and Mrs. James and Mrs. McCaw and Mrs. Sayor.

A men's trial will be played at the Kowloon Cricket Club on Monday, commencing at 3.30 p.m., when McEachran and Goldman will meet Major Lucas and Dr. Tottenham in a doubles game.

POST OFFICE NOTICE**INWARD MAILS.**

From	Per	Due
Shanghai and Swatow	Sinkiang	November 16
U.S.A., (San Francisco Oct. 18), Honolulu, Japan and Shanghai	President Monroe	November 16
Manila	Pres. Taft	November 17
Japan and Shanghai	Shidzuoka Maru	November 18
U.S.A., (San Francisco, Oct. 25), Honolulu, Japan and Shanghai	President McKinley	November 18
Amoy	Shirala	November 18
Europe via Nagapatam, (letters and papers London 17th October)	Kutsang	November 18
Shanghai	Kidderpore	November 18
Japan and Shanghai	Forthos	November 19
U.S.A., (San Francisco, Oct. 23), Honolulu, Japan and Shanghai	Shinyo Maru	November 19
Straits	Takliwa	November 19
Japan	Kaga Maru	November 20
Japan	Buenos Aires Maru	November 21
Canada (Victoria B.C. Nov. 2), U.S.A., Japan and Shanghai	Emp. of Russia	November 21
Australia and Manila	Tango Maru	November 21
U.S.A., (Seattle Nov. 2), Canada, Japan and Shanghai	President Jefferson	November 22
Manila	Emp. of Russia	November 22
Straits	Fushimi Maru	November 25
Japan	Tsucer	November 27
Japan and Shanghai	Kashima Maru	November 29
U.S.A., (San Francisco, Nov. 1), Honolulu, Japan and Shanghai	President Wilson	November 30

OUTWARD MAILS.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Per	Date and Time
Fort Bayard	Wing Lee	Sat., Nov. 16, 2.30 p.m.
Saigon	Holikon	Sat., Nov. 16, 3.30 p.m.
Tourane	Chungkong	Sat., Nov. 16, 4.30 p.m.
Manila	Ninghai	Sat., Nov. 16, 5 p.m.
Amoy	Pres. Monroe	Sat., Nov. 16, 5 p.m.
Poochow and Weihaiwei	Chip Shing	Sat., Nov. 16, 5 p.m.
Shanghai	Patriotus	Sat., Nov. 16, 5 p.m.
	Registration	5 p.m.
	Letters	6 p.m.
Bangkok via Swatow	Kiangsu	Sun., Nov. 17, 8.30 a.m.
Swatow, Amoy and Formosa	Hozan Maru	Sun., Nov. 17, 9 a.m.
Straits and Calcutta	Kumsang	Sat., Mon., Nov. 18, 3 p.m.
	Parcels	noon
	Letters	1 p.m.
Fort Bayard, Holihow, Pakhoi and Haiphong	Tonkin	Mon., Nov. 18, 1 p.m.
Swatow	Hydrangea	Mon., Nov. 18, 2.30 p.m.
Swatow and Amoy	Anking	Mon., Nov. 18, 3.30 p.m.
Swatow	Sinkiang	Mon., Nov. 18, 5 p.m.
Japan, Honolulu, Canada, U.S.A. and S. America and Europe via San Francisco	Pres. Taft	Mon., Nov. 18, 8 p.m.
	Parcels	8 p.m.
	Registration	4.15 p.m.
	Letters	5 p.m.
Shanghai and Europe via Siberia	Pres. Taft	Mon., Nov. 18, 8 p.m.
	Registration	5 p.m.
	Letters	6 p.m.
Holihow, Amoy and Poochow	Kingyuan	Tues., Nov. 19, 8.30 a.m.
Swatow, Amoy and Poochow	Halching	Tues., Nov. 19, 1 p.m.
Straits and Calcutta	Shirala	Tues., Nov. 19, 1 p.m.
	Parcels	noon
	Letters	1 p.m.
Saigon, Straits, Ceylon, India, Mauritius, East & South Africa, Aden, Egypt and Europe via Marseilles	Forthos	Tues., Nov. 19, K.P.O.
	Registration	1 p.m.
	Letters	1 p.m.
	G.P.O.	
	Registration	1.45 p.m.
	Letters	2.30 p.m.
	(Due Marseilles 20th Dec.)	
Manila	Pres. McKinley	Tues., Nov. 19, 4.30 p.m.
Amoy	Kutsang	Tues., Nov. 19, 5 p.m.
Swatow	K'wai Sang	Tues., Nov. 19, 5 p.m.
Manila, Australia and New Zealand via Thursday Island	Kaga Maru	Wed., Nov. 20, 8.45 a.m.
	Registration	8.45 a.m.
	Letters	9.30 a.m.
	(Due Thursday Island 2nd Dec.)	
Sandakan	Hin Sang	Wed., Nov. 20, 1.30 p.m.
Amoy	Chennan	Wed., Nov. 20, 3.30 p.m.
Manila	Empress of Russia	Thurs., Nov. 21, 3.30 p.m.
Japan and Europe via Siberia	Tango Maru	Fri., Nov. 22, 0.30 a.m.
Straits, Ceylon, India, Mauritius, East and South Africa	Buenos Aires Maru	Fri., Nov. 22, 9.30 a.m.
Swatow, Amoy and Poochow	Hai Ning	Fri., Nov. 22, 2 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Egypt and Europe via Marseilles	Kashgar	* Sat., Nov. 23, K.P.O.
	Parcels	* Nov. 22, 4.30 p.m.
	Registration	* Nov. 23, 9 a.m.
	Letters	* Nov. 23, 10 a.m.
	G.P.O.	
	Parcels	* Nov. 22, 5 p.m.
	Registration	* Nov. 23, 9.45 a.m.
	Letters	* Nov. 23, 10.30 a.m.
	(Due Marseilles 21st-22nd Dec.)	

*Superscribed Correspondence only.



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AT
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We are making this early display so that you may make your selection now. By so doing you are enabled to secure ample choice, because however large stocks may be, as the Christmas season draws nearer, they will naturally be depleted and the selection will be smaller. Lines sold out now cannot be repeated this season.

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GOODS PURCHASED NOW STORED TILL CHRISTMAS.

Following our usual custom, we will pack and store any goods purchased now until you require them. On receipt of a telephone message they can be delivered, or instructions may be left when purchased for the parcel to be delivered on a certain day.

SHOP NOW IN COMFORT AND AVOID THE CHRISTMAS RUSH.
TOYS FOR THE BOYS, TOYS FOR THE BABY,
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CRACKERS & NOVELTIES FOR THE PARTY.

Our selection of crackers and party novelties is the largest in town. We have a splendid assortment of Masks, Noses, Squeakers of all kinds, Surprises, Tricks, Streamers, Confetti Etc., Etc. ALL REASONABLY PRICED.

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MAGISTRATE AND DETECTIVES.

"ALL THE CARDS SHOULD
BE ON THE TABLE."

An American citizen, Edward Mello, aged 37, a tailor, of Clarges-street, Piccadilly, was charged before Mr. Dummett, at Marlborough-street recently, with being a suspected person loitering in Piccadilly with the object of picking pockets.

Evidence was given by Detective-Sergeant Scott, Detective-Sergeant Stenning, and Detective Fairbrother, of Scotland Yard, that Mello was seen to mount three omnibuses outside the Piccadilly Hotel before they came to a standstill, go up two or three steps, and then return and hustle male passengers and attempt to pick their pockets. When he was arrested he replied, "You have made a mistake. I was waiting for Monty Banks, the film star."

When searched he had on him £12 16s. 4d., including a £5 note and six £1 notes, and a cheque made out in his favour for £30.

Sergeant Scott, cross-examined, said that he had not heard of a man named Klein in connexion with the case.

Mr. Edmund O'Connor (defending)—Did you know Monty Banks was a friend of Mello?—No.

When you got him to the police-station did you leave him in charge of the station sergeant, and say you would be back in five minutes?—Yes.

And you and your colleague left the station?—Yes.

You had not charged him then?—No.

Did you come back half an hour or 35 minutes later?—No, not more than two minutes. We went to the omnibus stop to see if there were any more suspicious people hanging about who might have been connected with this man. It is the usual course.

Officer's Notebook.

Mr. Dummett—Why was not a charge made at once?—The officer in charge was busy.

Mr. O'Connor—In fact, you did not know what to charge him with.

He then referred to a call Mello made at Scotland Yard the previous Saturday night for his money, and Sergeant Scott denied that Mello said, "The man who framed me up is likely to frame you up also."

Mr. O'Connor—Did he say, "He owes me £500, and he sent me £200 some time ago when I was lying ill"?—He did not say anything to me about that.

Do you know that a man named Klein had been to Scotland Yard?

—I have heard nothing about it.

Detective-Sergeant Stenning said that Mello was left at the police-station for ten minutes, while he and Scott went back to Piccadilly.

Mr. O'Connor—Did you discuss with Scott what you should charge him with?—No.

Mr. Dummett asked Stenning about his notes of the case in his note-book, and said, "All the cards should be on the table. We want to know why he was left in the station for ten minutes."

Three or four minutes," said the detective.

Mr. O'Connor, after reading the note-book, pointed out that there was not one word about leaving the man in the station and going out to look for confederates.

In answer to further questions, the officer said that Mello went to Scotland Yard the previous Saturday night and said: "You know I am not a thief." He knew nothing about Klein, and it was absolutely foreign to him that Klein had "framed" this charge against Mello.

Mr. O'Connor asked for a remand, remarking that he case was a very important one.

Mello was remanded on bail.

COURT AS OFFICE.

HATRY SHARE SCANDAL.

London, Oct. 7.

Clarence Hatry and his co-defendants, Edmund Daniels, Albert Tabor, and John Dixon, who were involved in the sensational share scandals, appeared at the Guildhall Police Court to-day, and were remanded till Friday.

Then the court was cleared and turned into an accountant's office. The large table was heavily laden with ledgers, account books, and documents, and the defendants settled down for a day's conference with Sir Gilbert Garnsey, the well-known accountant.

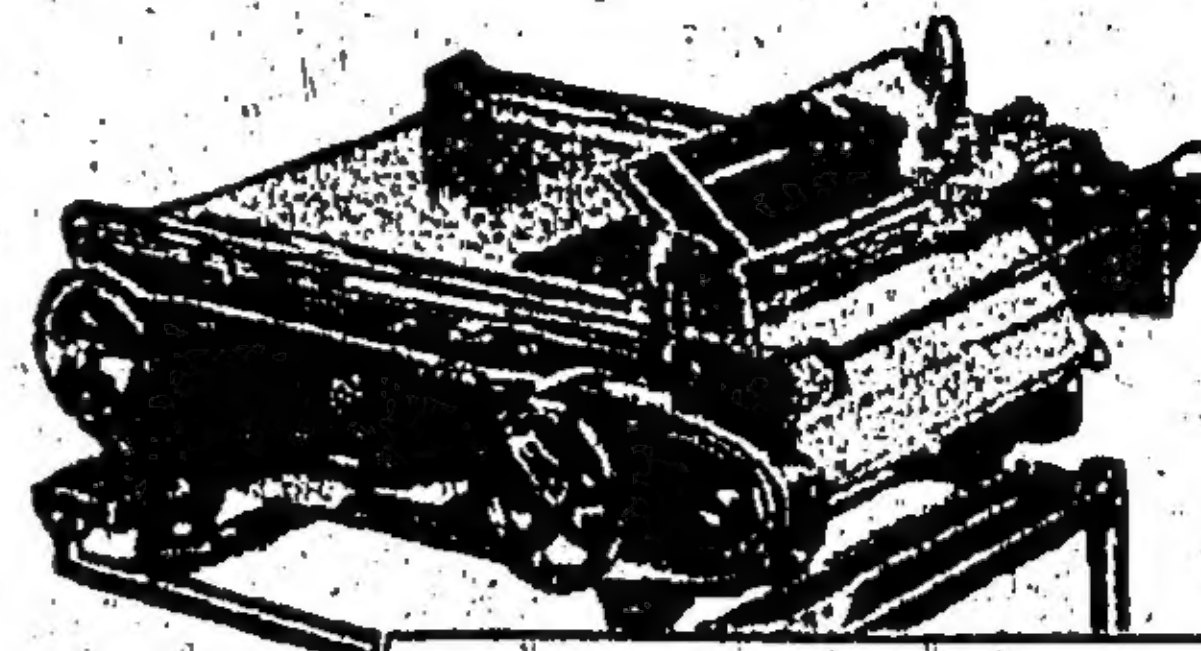
Answered Readily.

The proceedings were informal and friendly, and continued throughout the day. Much business was got through, the defendants showing great readiness to answer questions. Hatry displayed his usual alertness of mind.

When he was leaving, Sir Gilbert Garnsey shook hands with the defendants, and thanked them for their assistance.

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THIRDLY.

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Try Kolynos and you will say "How clean my mouth feels."

KOLYNOS
DENTAL CREAM

WHITE and COLOURED FELT HATS

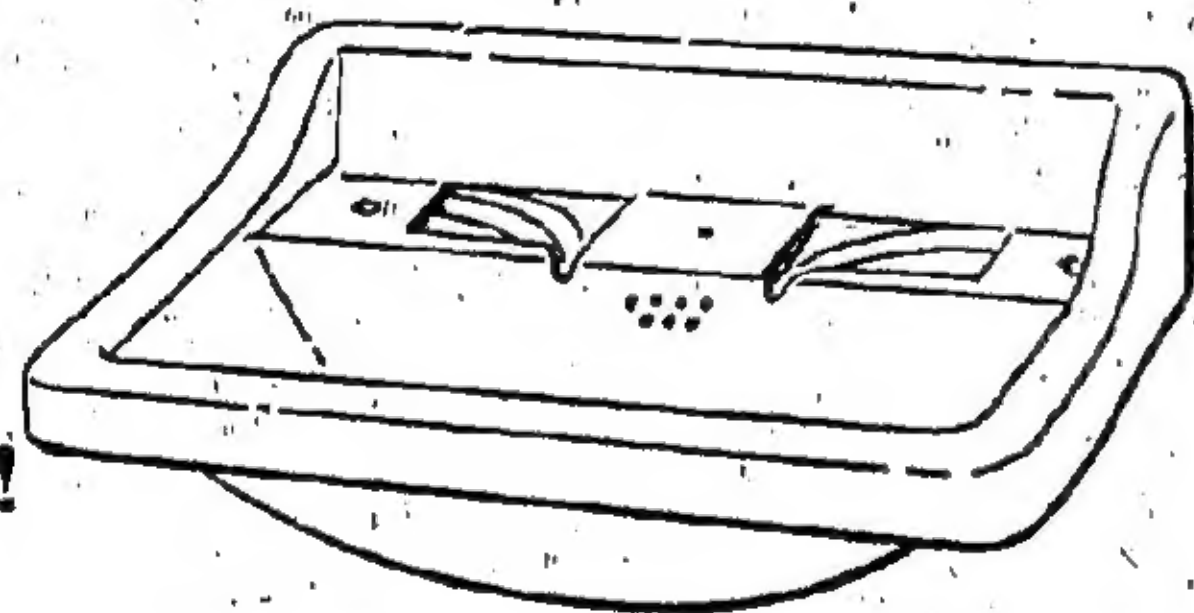
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ALWAYS IN STOCK

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Cement Tile Factory—83, Wakefield Rd. Tel. C. 147

WOMAN'S WORLD FOR OUR LADY READERS.



Fur trimming distinguishes new evening coats from Paris. A beautiful evening ensemble (left) which strikes a very new note is made of faille printed in tones of pink and green; the short coat is heavily outlined in black fox fur. An informal evening ensemble (right) is made of printed velvet, green on a black background. The coat shows the new train effect and is bordered with fur to accentuate the movement.

Your Children.

[By Olive Roberts Barton.]

Not many people know that the thing that swings our lives out of balance more frequently than most other things put together is fear in one of its forms.

Specialists trace almost every complex back to it, pathologists look instantly for the "fear cause" in trying to straighten out mind affections—educators in child training lay all other things aside until they have convinced parents that first, last, and all the time, children must be kept clear of every form of fear.

Now, fear is a big word. It's like sickness. There are dozens of kinds of illnesses—and there are dozens of kinds of fear.

Roughly it can be divided into two classes. One is made of things that can be seen, or felt, or heard, such as water, animals, tramps, fire, punishment, pain, thunder, lightning, and height. These objective fears can be avoided altogether by using a little common sense when children are very little.

Combating Children's Fears.

Most parents are aware now of the absolute necessity of keeping these fears from ever having a beginning; also, if a child has unfortunately picked up an obsession, they've learned a lot about combating them until they are forgotten, such as getting him ac-

customed to the sight of animals by gradually showing him how kind they can be.

The other fears are not so easy to deal with.

New things—strange things—frighten some children into unpleasant experiences. A child's story. Why, nobody knows. If a child is sensitive to new impressions, I should always take the precaution to prepare him, gently and without alarming him, so that any real shock may be avoided. It takes so little to upset a nervous, high-strung child.

When Strangers Come.

If a child is frightened at strange people, I'd get him accus-



In its new draped form, the beret is quite charming and extremely becoming to most faces. Here are two effective models: The first is fashioned from alternate strips of cigar-brown and beige velvet—very soft velvet, pliable as satin. The second, in deep purple chilton velvet, is exquisitely relieved with touches of silver-embroidered ribbon.

Snobbery in Dress.

DISTINCTLY LESS THAN
IT USED TO BE.

Professor Flugel, speaking on "Sex Differences in Dress" in London recently, was right when he said that, if there was lack of romance in the dull uniformity of the black and white worn by men at social functions, they were at least spared many of the trials that women have to bear through their more decorative way of dressing.

These trials he described as "the jealousy, the petty triumphs, defeats, superiorities, and spitefulness engendered by details of women's clothes" but I rather think he has left out one that is felt more strongly every day by an increasing number of women, while I imagine that those he named are less often encountered.

Is not the main trouble of most women to-day, so far as clothes, and looks, generally go, the amount of time that is taken up in the business of acquiring suitable clothes and preserving a well-groomed appearance?

I think it is hardly fair to say that the woman of to-day values richness of apparel overmuch. Beauty she does appreciate, but never has been so willing as now to acknowledge that beauty which is attained by originality and artistry dealing with simple materials.

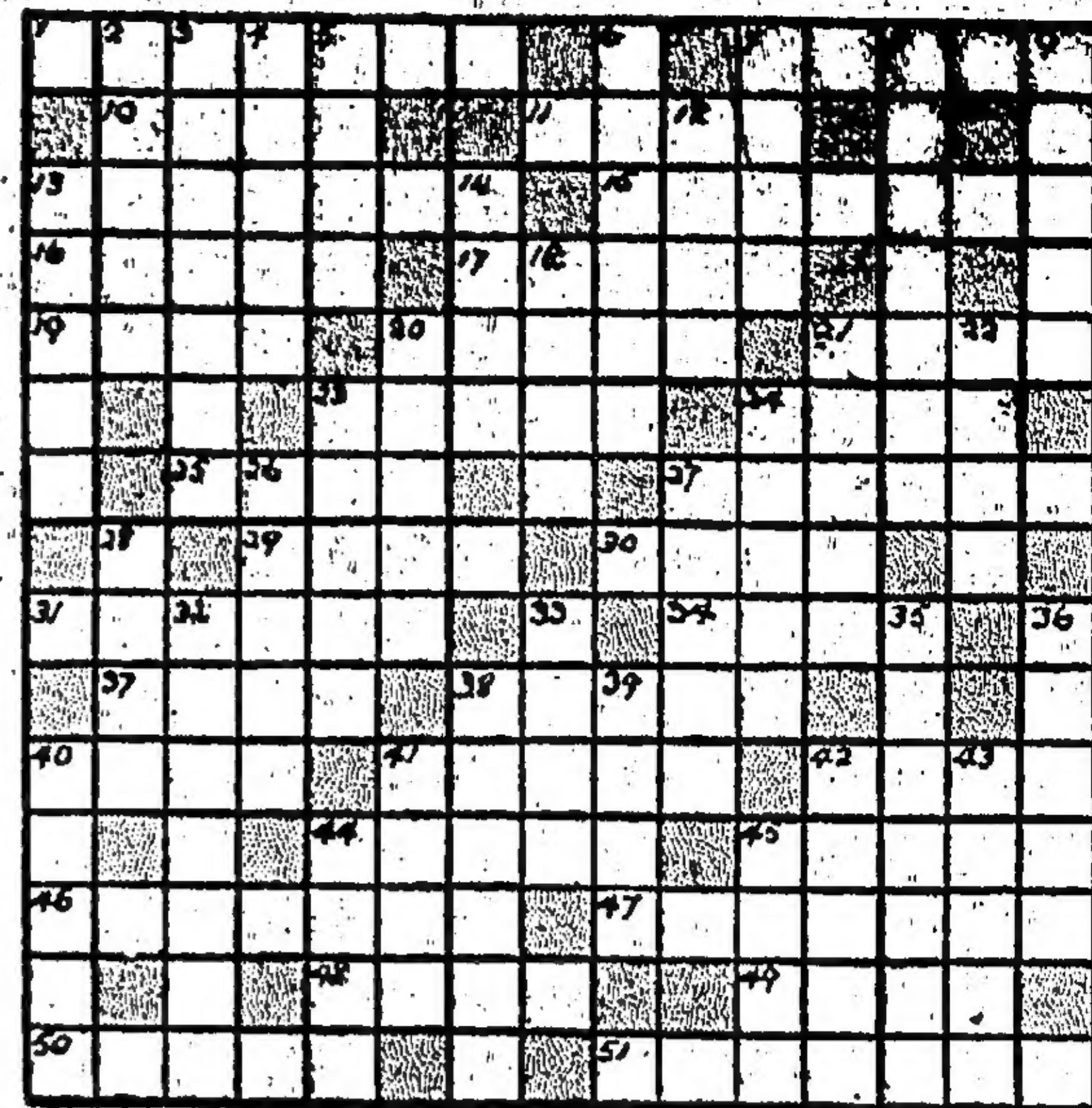
I should say that the snobbery in dress, of which the Professor complained, is distinctly less nowadays than it used to be, and that it has given way to a real appreciation of beauty of line and colour.—A. C. In Exchange.

tomed to them one at a time. Take a little easily-frightened child with a "stranger complex" into a roomful of people who pounce upon him and fuss over him all at once, and the reaction will be exactly the reverse of what you want. He'll probably be more terrified than ever.

Sometimes fears are caused by started to scream in a store one day when he saw his sister coming down in an escalator. No one could ever get him near that store again.

Fear of the dark for some reason, seems to be instinctive. However, a baby, trained to go to sleep in the dark, rarely associates any form of fear with it, unless that fear is put there later by suggestion, or he is scared by stories.

OUR NEW BRITISH CROSSWORDS.

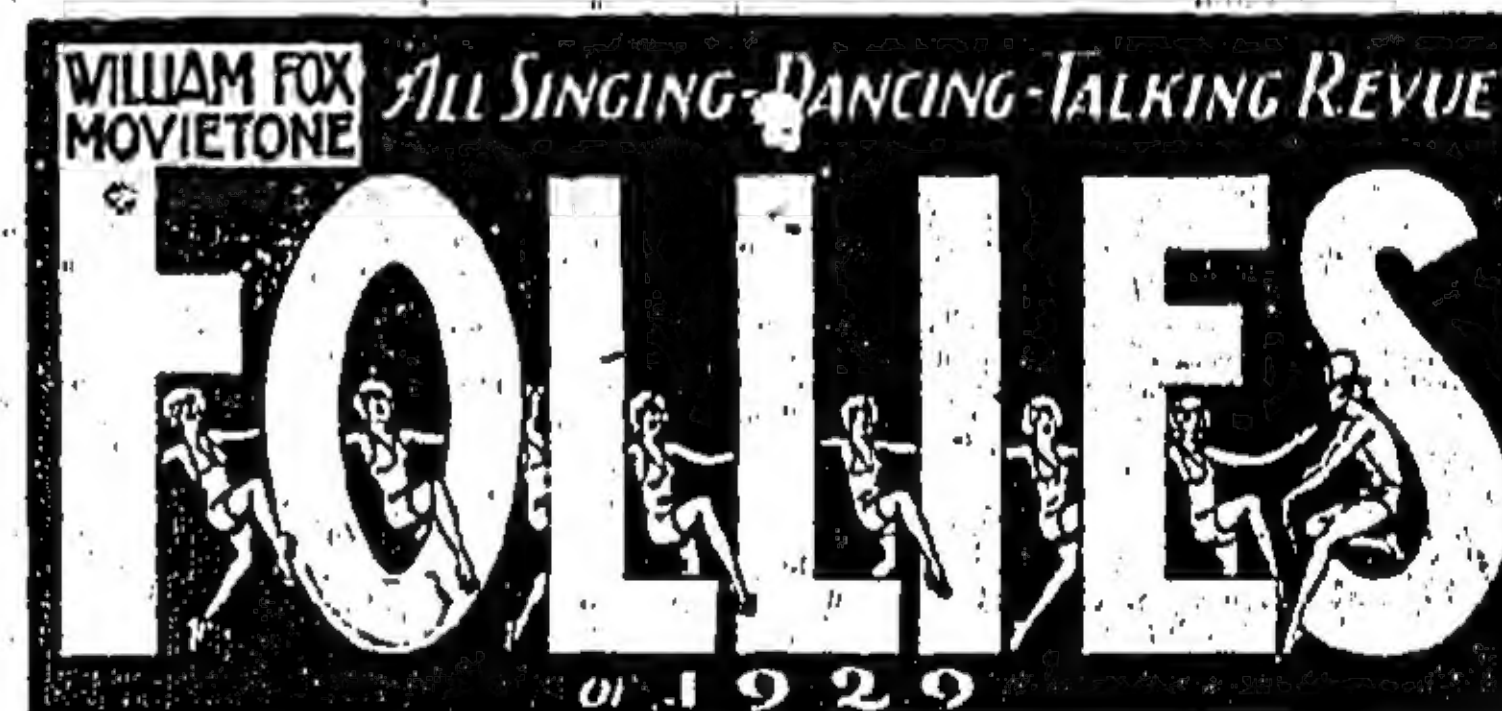


- Across
- 1 Across.
 - 7 The universe.
 - 10 Filament.
 - 11 Yield.
 - 13 Confiscating.
 - 15 Moved with haste.
 - 16 Cajoled.
 - 17 The best.
 - 19 Ireland.
 - 20 Salty.
 - 21 Ascend.
 - 23 Noted.
 - 24 Curved.
 - 25 Painful ailment.
 - 27 Time.
 - 29 Utilised.
 - 30 Flung.
 - 31 Entangled.
 - 34 Weapons.
 - 37 Reared.
 - 38 Secret.
 - 40 Period of time.
 - 41 Ridiculous parade.
 - 42 Hovel.
 - 44 Less good.
 - 46 Barely decipherable.
 - 48 Ask.
 - 49 Lacks nourishment.
 - 48 Run away from.
 - 49 Pace.
 - 50 Ventured.
 - 51 Privileges from the crown.
- Down
- 2 Belonging to them.
 - 3 Calling.
 - 4 Withered.
 - 6 Dry.
 - 6 Rear.
 - 7 Part of the verb to be.
 - 8 Dried grapes.
 - 9 Trick.
 - 12 Submission.
 - 13 Brushed.
 - 14 Origin.
 - 18 Stead.
 - 20 Reduced.
 - 21 Kingdom.
 - 22 Stay.
 - 23 Melted by heat.
 - 24 Kind of fruit.
 - 26 Exterior.
 - 27 Blandly polite.
 - 28 Baby.
 - 29 One guilty of treason.
 - 33 Goes astray.
 - 35 Confessed and absolved.
 - 36 Obligations.
 - 38 Separated.
 - 39 Covers with icing sugar.
 - 40 Submit.
 - 41 Young horse.
 - 42 Card.
 - 43 Unsuitable.
 - 44 The wool of cloth.
 - 46 Quick.

Yesterday's Solution.

YAWL SCARF MOTH
A MATCH EIDER
WHIT ROBIN RAVE
MEMES GARNERED
N R PENNY IN
SCRAE E REBUT
HEALED P CAREER
A R RAFTERS L E
DREAMY U YELLOW
EARN N DIETS
V A STEMS C T
REPLETE ALLEGES
ONLY INANE NORM
M ASSET SENSE U
PINE SHEEP ERST

QUEEN'S



Commencing To-morrow

"RICKSHAW" BRAND CEYLON TEA

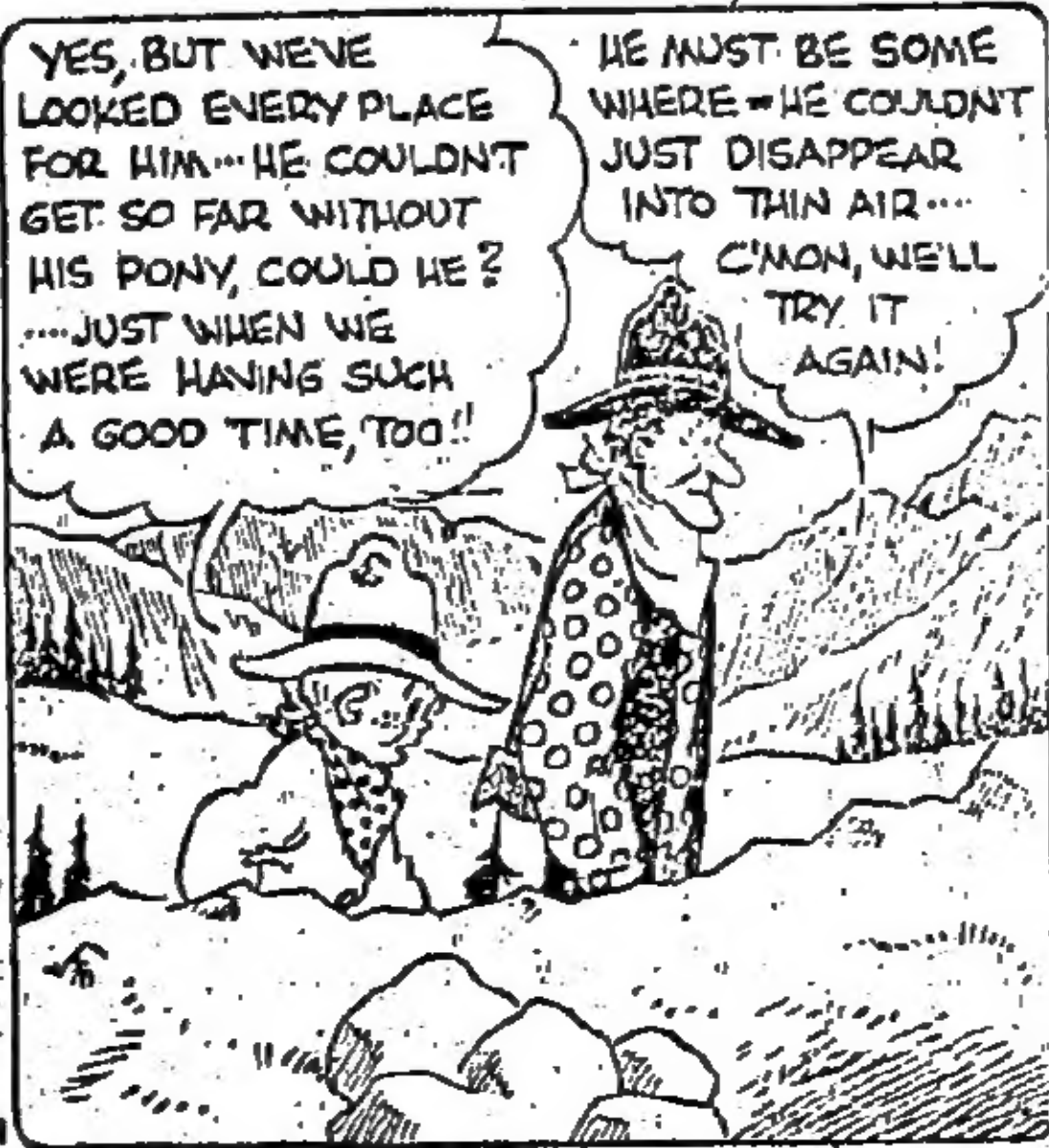
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"THE VALKYRIE"
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The Ring of the Nibelungs
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"SIEGFRIED"
Selected Passages
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Orchestra of State Opera-Berlin

Artists:—Mmes Austral and Frida Leider
Walter Widdop—Göta Ljungberg
Howard Fry—Maria Olczewska
and other famous artists.

Two albums every lover of Wagner should possess.

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BIRTH.

MCCORMACK.—On the 14th November, at the Peak Hospital, Hongkong, to Mr. and Mrs. J. McCormack, a daughter.

The Hongkong Telegraph.
SATURDAY NOV. 16, 1929.

JUVENILE OFFENDERS.

In a spirit to which no exception can be taken, and with a full realization of the difficulties of the problem, an outpost resident to-day raises the question of the treatment of juvenile offenders in Hongkong. Concern is expressed regarding the future of lads committed to prison, and there is some criticism of the ordering of corporal punishment for minor offences. The correspondent does not content himself merely with criticism; he goes on to urge the necessity of "after-treatment" for these young offenders, in which "connexion he throws out the suggestion that this matter could well be taken in hand by some voluntary Association, in conjunction with the Government. Something, he feels, could be done if residents of the Colony really cared about it.

The question raised is an old one, but it is none the less important on that account. Indeed, the very fact that the problem remains unsolved is sufficient argument that it should be seriously faced. It is obvious from reading the reports of cases which from time to time come into Court that the question of what to do with these young offenders causes very real concern to our magistrates, just as it does to the police. The mere sending of a lad to gaol does not touch the root of the problem. All that is accomplished by this means is punishment for the offence. There still remains the larger issue of what is to become of the younger offender when he leaves the prison. Incidentally, we should like to make it quite clear that these youths are not thrown into gaol alongside the old lags; they are kept quite apart, and, what is more, they are even given educational facilities whilst undergoing incarceration. That disposes of one point raised by our correspondent. The real problem, however, is, as we say, what the future of these lads is to be. It is quite conceivable that a boy sentenced to a term of imprisonment, and possibly caned as well, will, in his resentment,

develop into a hardened criminal. He might, moreover, become a disgruntled citizen, easy prey for agitators in our midst. However that may be, there is, under existing conditions, no satisfactory machinery for dealing with such a case as the lad of fifteen who had spent most of the past three years in gaol, who was without parents and who, although given a free hawker's licence, had no money with which to start in business. It is this type of young offender who presents the real problem.

That the Colony is not devoid of humanitarian instincts is proved by the existence of the Street Boys' Club, formed some three years ago under police control with a view to providing a home, honest employment and regular meals for homeless Chinese boys under the age of 18 years who otherwise would be forced to sleep in the street and sooner or later get into trouble for hawking without licences or committing petty thefts. Such lads are granted a small sum from the Police Poor Box for the purpose of purchasing clothes, are given free hawker's licences and are loaned a small amount with which to start business. They are, moreover, encouraged to save part of their earnings. Excellent as the work which this institution accomplishes, it does not touch the case of the young offender, although boys who have been arrested and discharged in Court have been admitted members. Obviously what is needed is the establishment of a reformatory or an institution run on Borstal lines. In times past, Hongkong has had more than one Reformatory, but for reasons which are not clear, such institutions no longer exist in the Colony. There is certainly a fine opportunity for social work in taking up the case of these young offenders. If the Government took the initiative, we feel sure that there would be no lack of response.

Interport Success.

Hongkong's hard-won victory over Malaya brings the closure to another brilliant chapter in the history of interport cricket; a chapter which reflects the highest possible credit on all concerned. Old stagers will wrack their memories in vain to recall an earlier Festival which provided three such equally thrilling struggles in succession, or in which the spirit of the grand old game was more truly made manifest, and it goes without saying that the team capable of a double success in such an atmosphere is worthy of the warmest congratulations. The honour fell to Hongkong; yet it might very easily have gone to the "Malaysians," who were twice defeated. The acknowledgment, we are sure, will be no small comfort to an eleven which disported themselves as did Mr. Braddell's men, who found "joss," which can be the all-important factor in a crisis, against them for the greater part of the time, and yet discovered in this a stimulus to strive the harder. Malaya gave us much good cricket, but they will be best remembered for their wonderful fight against Hongkong in the face of arrears of 155 runs on the first innings. When Braddell and Jansen went in yesterday morning, Malaya were only 19 runs on with three wickets to fall, a time for restraint, seemingly. Not for Malaya! They attacked the bowling with such vigour and enterprise that until Owen Hughes came on and again did what we barely dared to hope, visions of another sensational reversal of positions had begun to appear. Hongkong survived the critical period, however, and went on to secure a fine win. We think it will be agreed that they deserved their success. The recovery against Shanghai was a brilliant effort, while their 303 against Malaya, the highest total of the Festival, was obtained with remarkably few blemishes. The biggest figure was, undoubtedly, Mr. Harry Owen-Hughes, who not only scored a century, the first obtained for Hongkong for many a long day, but twice broke into Malaya's second innings with remarkable success, and also laid the foundation for Hongkong's fine knock against Shanghai. He tops both the batting and the bowling averages for the three teams, and is to be heartily congratulated. The high standard of play, attained throughout, should give a distinct fillip to Hongkong cricket. It was a standard which will not be easy to maintain.

DAY BY DAY.

BE NOT DIVERTED FROM YOUR DUTY BY ANY IDLE REFLECTIONS. THE SILLY WORLD MAY MAKE UPON YOU, FOR THEIR CENSURES ARE NOT IN YOUR POWER, AND CONSEQUENTLY SHOULD NOT BE ANY PART OF YOUR CONCERN.—Epictetus.

The *Gazette* contains a complete list of authorised architects.

It is notified that Mr. E. R. Dovey resumed duty as Government Analyst on the 7th November.

It is ordered that a valuation of the tenements in the Colony for the year commencing 1st July, 1930, shall be made before the 30th day of April, 1930, or as soon thereafter as may be.

The forthcoming wedding is announced of Mr. Edward John Hankin, master mariner, c/o Messrs. Butterfield and Swire, Hongkong, to Miss Florence Banks, of the Raffles Girls' School, Singapore.

Three lots of Crown land situated at Tai Kok Tsui are to be sold by auction on December 2nd. They are Kowloon Inland Lots 2275, 2276 and 2277, and the respective upset prices are \$29,068, \$6,510, and \$16,380.

The Observatory returns for October show that the average mean temperature was 76.5, the highest being 86.1 and the lowest 69.5. There were 238.6 hours of sunshine and 0.140-inch of rain, whilst the average humidity was 69.

The following forthcoming wedding is announced: Mr. Franz Joseph Huber, engineer, No. 3, Bano Building, Kowloon, to Miss Erma Linke, Allee 85, Siemensstadt, Berlin, who is travelling to the Colony on board the a.s. Saarbrücken.

As the result of a fall through a manhole in Swatow Lane yesterday, a Chinese woman was removed to hospital with a broken leg. It was stated that the cover of the manhole gave way when the woman trode on it, and brought about the nasty accident.

The Harbour Master notifies that the Royal Air Force will carry out bombing practices from aeroplanes between the 19th and 22nd November, on Gau Tau Island. The practices will take place daily from 9.30 a.m. to 1 p.m. The danger area will be seven hundred yards from the centre of the island.

The health bulletin of Eastern Ports issued by the Director of Medical and Sanitary Services, shows the following cases of infectious disease for the week ending November 9:—Plague, Alexandria 2 cases, 1 death; Rangoon one death and Cherrion one case. Cholera, Calcutta 74 cases and 48 deaths; Tuticorin one case one death; From Penh seven cases four deaths, and Swatow three deaths. Small-pox, Barberia five cases four deaths; Bombay three cases three deaths; Calcutta two cases two deaths; Cebu 28 cases two deaths; Madras 21 cases four deaths; Mouline one case one death; Pondicherry two cases five deaths; Batavia six cases five deaths; Belawan Del one case; From Penh one case and Shanghai three cases one death.

Tientsin, Nov. 15.

Seven arrests have been made in connexion with the kidnapping of Mr. Aaron Brenner, who returned to his home on Wednesday. The woman who has been held in custody since Mr. Brenner's disappearance was released yesterday, after being obliged to furnish guarantees that she would not leave Tientsin without police permission.

The reports of how much ransom was paid vary, some quoting half a lakh of dollars. On the contrary, some suggest that the perpetrators were frightened by police pressure and let Mr. Brenner escape without ransom. The family is very reticent.—*Reuter*.

EXCHANGE RATES.

London, Nov. 15.

Paris	123.86
New York	4.87 27/32
Brussels	34.87 1/2
Geneva	25.105
Amsterdam	12.05 1/2
Milan	93.20
Berlin	20.895
Stockholm	18.155
Copenhagen	18.205
Oslo	18.205
Vienna	34.685
Prague	10.45
Helsingfors	34.90
Madrid	108.25
Lisbon	375
Bucharest	816
Rio	5.12 1/16
Buenos Aires	46 1/4
Bombay	1/5 27/32
Shanghai	1/2 1/4
Hongkong	2/0 1/16
Yokohama	22.9 1/16
Silver (spot)	22 1/2
Silver (forward)	22 1/2

—*British Wireless*.

RETURNING HOME.

The Best Thing about Going Away.

"The best of going away is in getting home again." This was once a paradox with a touch of ironic epigram, but it is also a fact of experience discovered anew by thousands in every year. If the love of home is growing and local patriotism increasing among us in these days, as many signs indicate that they are, one of the reasons may be the steady increase of travel far and wide. The excursions of a wise traveller into foreign lands, so far from luring his affections astray, do but bind him closer to the scenes that his infancy knew; and indeed he might even go away from home with the deliberate and primary intent of winning and bringing back the freshened vision that makes old things new, familiar things strange, and all things beautiful.

Discovery is often exciting, but it can seldom teach and reveal so much as we learn in rediscovery. One returns home after a long absence with something like the multiplied and quickened discernment in which one rereads a familiar book, gaining new impressions but chiefly enriching the old. The eyes that see most deeply are those that have been bathed in strangeness and come back with the advantages gained by distance to what they have always known. It is said that a man once set sail from London to explore the world, and that he saw many wonderful things on his voyage through all the climes, but the only real discovery that he made was that of the wonder of London itself as he sailed back up the Thames.

Who sees the homeland best, most accurately, with warmest affection? Not the newcomer stranger and not those who never leave it, but the traveller just home from overseas. There is a brief period just following his return, when his impressions are worth more than those of any other observer.

Odysseus after his twenty years of toil and wandering far from home looked at his little rocky Ithaca, we may be sure, with de-vouring eyes. Marco Polo, slipping into Saint Mark's Basin one morning after a long sojourn in Cathay, saw that vision of the Piazza and Duomo, fragile as a dewdrop and coloured like the wreck of a rain-bow, as none of the stay-at-home Venetians had ever seen it. No one who has had a similar experience can fail to thrill in sympathy with Joachim du Bellay's famous sonnet, even when reading it in a crude translation: "Happy is the man who, like Odysseus, has captured the golden fleece, has made a long voyage and has then returned, rich in memories and in thought, to dwell among his own for the rest of his days."

Happy indeed is such a man, not only because the stress of travel is now over and because he is now greeting old friends but for the further reason that he seems for a time to be set above the petty stations from which other men take their partial views. His "patriotism," in every good sense of the word, is probably keener than ever before, yet he smiles down upon the petty prejudice seek to justify their love of country. They cannot love their country too much or even enough to suit his wishes, and yet he could ask that they might cease to what their affections for their own land upon an ignorant dislike of those other countries that he has grown to love.

The familiar landscape of home is seen by him at first through a haze or screen of other landscapes far away, so that it is as though he were seeing two countries at once, one behind the other. Speech, costume, architecture, manners, rhythms of the faces that he sees in the streets, and their strangeness compels him to observe them sharper for the first time. He feels with delight that he is part and parcel of all that he sees about him, but at the same time he can preserve for a little while the impartial attitude of the spectator.

Not only does the homescoming traveller see more deeply into familiar things than strangers can ever see and more discerningly, too, than those who are dulled by custom; he sees with an affection that can be attained, perhaps, only by temporary separation. For months, or it may be for years, he has been remembering the sights and sounds of home with an ever-increasing sense of devotion, and out of such devotion as his all deeper understanding comes. If he is returning to America, let us say after two years or more abroad, the first few weeks following his arrival are a constant succession of surprises and little shocks of delight. Minute and hidden characteristics of his own country, together with broad and apparent traits that he had

never noticed before, surge in upon him. He finds that America has an odor, or rather a whole gamut of odors, peculiar to herself, and that is something that a thousand years of residence in America alone would never have taught him. He finds that she has a sky of immeasurable loveliness, sunlight like molten gold, dawns and sunsets vivid beyond comparison, horizons incredibly distant and clear.

For the first time, it may be, he realizes that the summer night in America is musical with ten thousand insect voices, and he can give thanks for these when coming directly from a land where only "the moping owl does to the moon complain." He sees that the landscapes of America differ from those of Europe by a breadth and vigor and freedom, by a sort of disorderly longing strength. This that he has before him is a bluff, hearty, virile land, not yet subdued, untamed and perhaps untamable; yet there is something shy and withdrawn about it at the same time, something not fully revealed, essentially poetic. It is a country, he feels assured, in which many poets will yet sing many noble songs, for there is mystery here and an allurements that draws the heart. And if he returns in the autumn so as to see the wave of colour surge up from the crimson sumacs into the golden hickories and on to the maples robed in scarlet splendour, then he knows to the full the brave dreaming heart of his own land.

Such a man, during his years abroad, has been trying to fit himself into a picture already painted; here he is given his chance to make a picture of his own. Here he is no longer a mere spectator but a participant. He may have stood to gaze before a thousand celebrated landscapes of Europe, admiring and even thrilled by every turn; but here the beloved country reaches out her maternal arms and takes him to herself. This is somewhat different from cold spectatorial admiration. This is the love of home.

Deeply thrilling and compelling is this sentiment of return, so that we can almost forgive Shakespeare's Richard II his theatrical gesture of stooping to kiss the English soil on his first landing after a campaign in Ireland. The homescomer finds himself laying his hand for a moment on this familiar tree and that. The worn and homely faces of the hills have an air of greeting. The brooks whose summer and spring-time voices he has so long heard only in memory speak to him now in their own tones, and he could sit beside them day after day to listen. The blue-jay's cry in the yellowing woods, the flicker of a kingfisher's wing, tarnished gold of the sycamore, bottomless blue of the gentian clusters and sun-bleached blue of the aster-masses "like a smoke upon the hills"—all one had forgotten, almost, how fair these things are, how deeply rooted in the heart, how dear.

Verily, the best thing about going away is in getting home once more.—O. S. in the *Christian Science Monitor*.

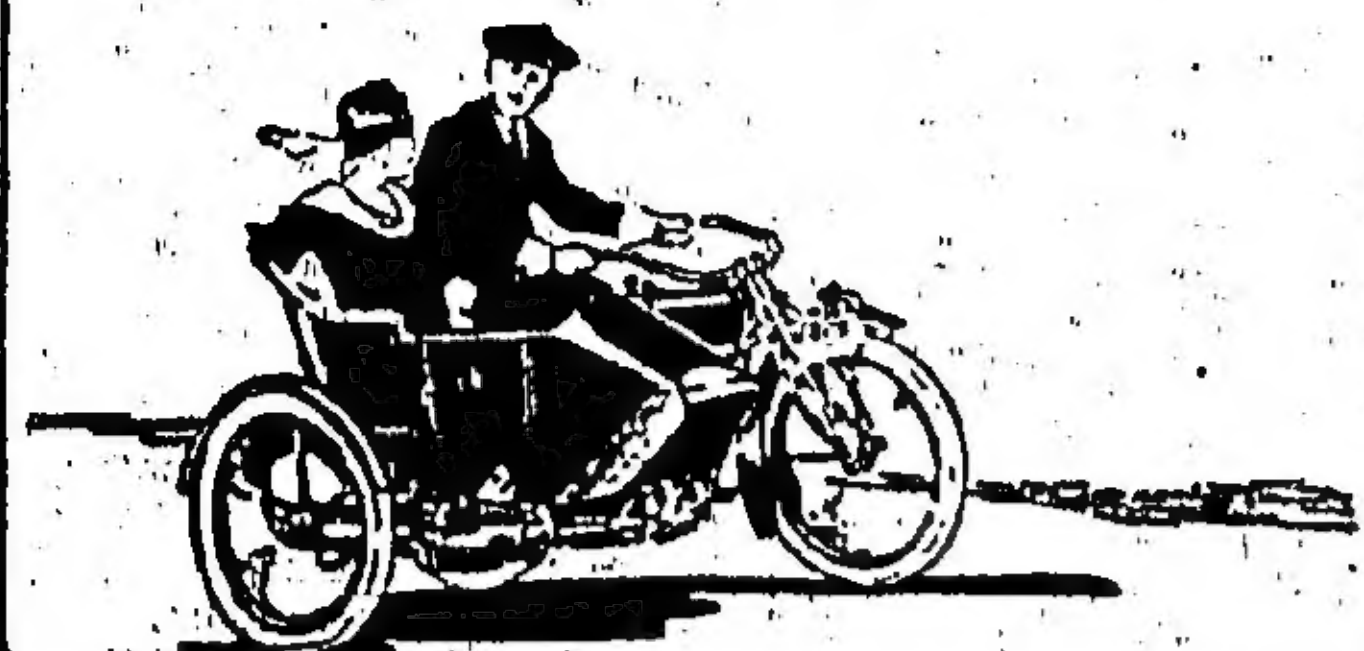
WHO WAS BEOWULF?

Beowulf is the hero of our only Anglo-Saxon epic poem, which bears his name. He was a mighty warrior, something of a northern equivalent of the Greek Hercules. Hearing from a wandering minstrel that the realm of Hrothgar the Jute was being devastated by a foul monster, Grendel, Beowulf offered his services. So sure was he of his strength that he dispensed with armour in his fight with Grendel, who escaped after losing an arm, and died in his lair. There was rejoicing and feasting in Hrothgar's hall that evening, but in the morning there was dismay, for Grendel's mother burst in upon the warriors and slew many in their sleep. The dauntless Beowulf thereupon sought her out in her home at the bottom of the lake beyond the marshlands, and after a long and fierce struggle, slew her and returned victorious, to be well rewarded by Hrothgar.

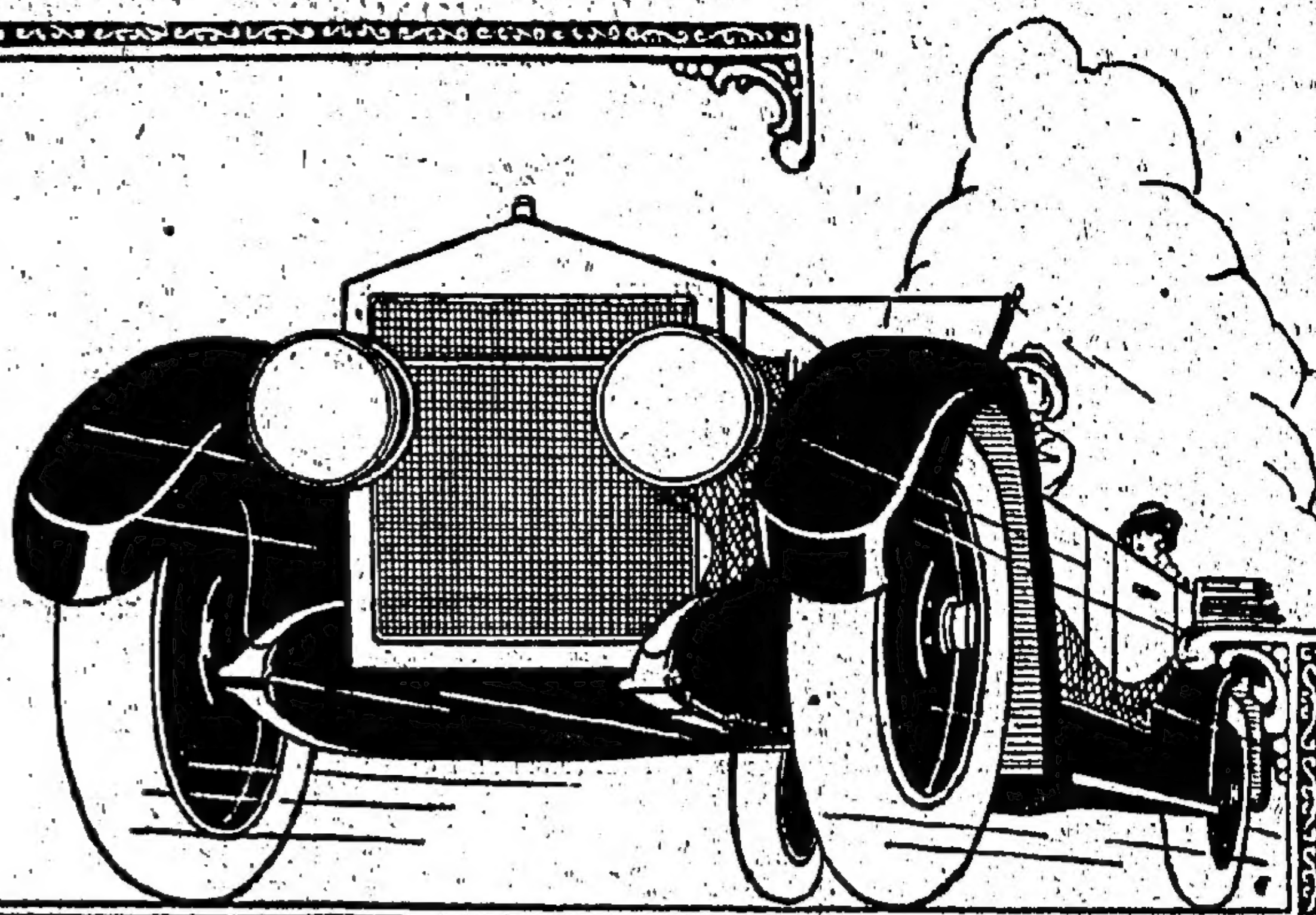
Then Beowulf returned to his own land, which he governed for the young king for a time, finally dying in battle with a flaming dragon, guardian of costly treasure, who bit him with poisoned fangs.

His people buried their beloved hero on a high mound, the Hronesnas, placing by his side the golden treasure which he had died to win.

MOTORIZING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH
SATURDAY, 16th NOVEMBER, 1922.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



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CURRENT COMMENT

Solid Tyres.

Although special licensing fees are imposed against vehicles equipped with solid tyres, there are still a large number of lorries fitted with this old type, and it naturally follows that road surfaces suffer in consequence. Many Government vehicles are so equipped, although it is to be hoped that those responsible will advocate the change over to pneumatic tyres at the earliest possible moment. In the meantime, a better check might be kept on the speed at which such vehicles travel. Although lorries and similar vehicles bear an announcement that the speed is limited to twelve miles per hour, very few indeed observe the regulation, and there appears to be little done to compel observation of the rule. Speeds in excess of the limit frequently cause great damage to the road surface, especially when the vehicle is heavily loaded, and in the interest of all motorists who expect the roads to be kept in good order and repair, drivers of heavy lorries should be discouraged from speeding.

A Suggestion.

During the week, a visitor suggested that daily circular trips of the island should be made by motor bus, especially when large numbers of overseas people are in port. Although some such arrangement might be welcomed by large parties, the low rates charged by public hire cars enable those desiring the tour to enjoy it in comfort.

"Mr. Ticular."

Many and varied are the problems which those in charge of a motor company's export department are called upon to solve, but the letter which appears below is surely more than an ordinary teaser. It emanated from the Gold Coast, and was addressed to "Mr. Ticular, dept. C6 Humber Co. limited, Coventry, London," and in due course it reached its destination. Here it is:

"Dear Sir, my dear master I am very glad to inform you this few note, anthen I have seeing your a good generally merchant at a London street, please you must send me your news Book catalogue to showing to make you orders now. But I have seeing your cycle in the news Book, Bring me letters

and order-form and Envelope, anthen I see your hand cycle bring me catalogue But I want Make your B/g Orders. I hope you that you Should give me here."

And "here" it ends, except that the writer puts his name at the head and the foot, with optional spellings. It is to be hoped that "Mr. ticular," being a "dear master" and a "good generally merchant" assured the receipt of big orders by the despatch of the necessary catalogue.

Railways and Buses.

Since the principal British railways commenced to operate road motor vehicles they have made some substantial purchases of the various makes available on the British market, but the record railway contract was placed recently by the Great Western Railway with John I. Thornycroft & Co., Ltd., for 100 30-cwt. and 100 4/5-ton freight chassis to a total value of well over £100,000.

This order of itself gives indication of the activity of the railways in their new transport sphere, although it is of interest to recall that the G.W.R. was one of the very first of British railways to operate Thornycroft vehicles, which they began to use in 1914.

Repeat orders were subsequently placed during the next 10 years, until, in 1925, 62 Thornycrofts were purchased, approximately 40 in 1926, and 60 in 1927, increasing to 128 of various types in 1928.

On the assumption that the majority of these vehicles are still in the Company's service, it seems certain that with the addition of these 200 vehicles the G.W.R. fleet of Thornycrofts will be the largest in the world under one ownership, which distinction has hitherto belonged to the South African Railways, whose immense fleet of over 300 Thornycrofts has been built up within the past five years.

Quick Work.

The Birmingham Office of the British Automobile Association was informed at 9 a.m. of the theft of a member's car. The news was promptly telephoned to a number of A.A. Roadside Telephone boxes.

In less than an hour an A.A. Patrol saw the stolen car. He reported by telephone to the Police, who stopped the car before it had proceeded another two miles.

NOVEL DEVICE.

Checks Balance of
Crankshaft.

CRITICAL TEST.

A unique set of machines has been installed in the Studebaker factory at South Bend, Indiana, for checking the static and dynamic balance of crankshafts. Twelve such machines, representing an investment of \$51,000 are in use.

The device, which in appearance resembles a steel frame cradled on a strong plant-leaf spring, registers every inaccuracy in distributed weight which tends to throw the crankshaft off balance. In use, the crankshaft is attached to the machine and rotated at a given rate of speed. Any inaccuracy in balance sets up a steady vertical sway in the leaf spring. This motion is in turn transmitted to a calibrated dial the pointer of which swings back and forth in synchronized harmony with the swaying of the spring.

By noting the size of the field through which the pointer oscillates and by consulting a chart, a skilled operator can determine not only the degree of unbalance but also its exact position on the crankshaft.

These unbalanced positions are then marked by the operator, who also indicates the amount of compensation needed to bring the forging into balance and the proper amount of stock to be machined off. When the stock has been removed, the crankshaft is again submitted to the test until finally approved and passed.

Every crankshaft produced in the Studebaker machine shop must undergo this critical inspection, the results of which are found in the lack of vibration, smooth transmission, quick response and long life of bearings for which Studebaker motor cars are world renowned.

HIGH TRIBUTE.

British Marine Motors.

THE AILSA CRAIG.

In a letter recently received by the Ailsa Craig Motor Co., Ltd., of Chiswick, London, from a Continental owner of one of their famous 7/12 h.p. 4 cylinder Silent Seven Marine Motor Engines he paid a very handsome compliment to the outstanding excellence of British Marine Engineering.

In expressing his pleasure with the running of the Silent Seven in his yacht he says that it started easily and ran like a Rolls-Royce for some six hours when it left the builders' yard immediately after being installed. That is a tribute which while unconsciously acknowledging that Britain produces the finest car engines in the world also places beyond doubt that the owner considers his British Ailsa Craig is the most outstanding Marine Motor. It is a standard to which every motor manufacturer aspires, and it is a high tribute that in both fields British products should excel.

MINIATURE STILL.

Car Its Own Refinery.

MAKES PETROL.

An American inventor has found a means of running ordinary car engines on crude oil instead of petrol.

He uses a miniature still which is fitted on to the intake manifold and makes petrol from the raw material. It is claimed that a Ford car is able to give 85 miles per gallon of common furnace oil with the still.

OXONIANS' BID.

American Record
Sought.

An attempt will be made by an Oxford undergraduate, J. H. Hanley, on the American coast-to-coast record.

The record at present stands to the credit of an American who accomplished the distance, 3200 miles, in 77hr. 40min.

Mr. Hanley has left England, and will be accompanied on the drive by R. H. Dutton, another undergraduate. He will drive a 4½-litre Bentley.

HUMAN ELEMENT.

Cause of Accident.

CAR FAILURE NEGLECTIBLE.

According to an investigation by the California committee on public safety, less than one half of one per cent. of motor accidents are caused by failure of the mechanism of a car.

The other 99½ per cent. are the result of the failure of the human element.

The investigation found that about 80 per cent. of accidents occur at intersections.

WATER BABY.

A miniature speed boat has been built at Hammersmith (England). The power unit is the latest type Austin seven engine, mildly "hotbed up" so that it develops 17 h.p.

A self-starter is included, and all the luxury of a full-sized speed boat is embodied.

From 12 to knots is the estimated speed.

BRITAIN'S NEW CAR.

Special Model for the
Far East.

THE ISIS SIX.

A new motor car specially designed for Far East motorists has been produced by Sir William Morris, the British motor manufacturer, as a result of his recent world tour undertaken to study the needs of the world's markets.

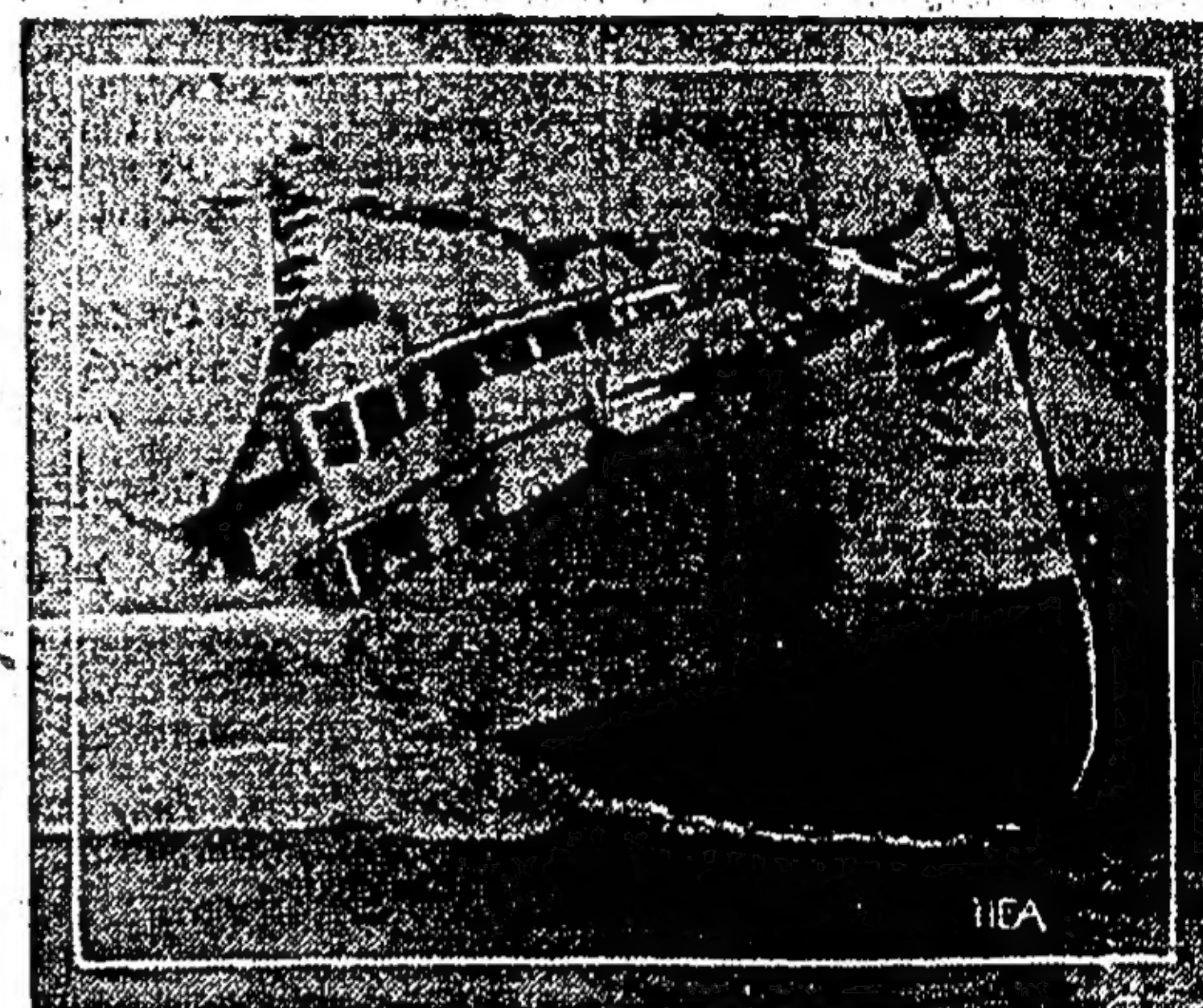
The car has been christened the "Isis," a name given to the upper reaches of the Thames around Oxford where it is made. It has a six cylinder engine of 15 h.p. and it has been equipped with a number of quite new inventions. Hydraulic shock absorbers and reinforced Dunlop tyres are fitted and the chassis has a ground clearance of 9½ inches.

The clearance is one inch and a quarter higher than that of eleven overseas cars selected as representative," explained Mr. W. M. W. Thomas, general sales manager of Morris Motors in an interview. "We are offering it to the Far East in bright colours like royal blue and ivory; wine and maroon; blue and grey; olive green and ivory. These will be more appropriate under the blue Far East sky than the sober hues to which we in England are accustomed."

"Orders for 25,000 of the new cars have already been placed by motor agents throughout the world. We have shipped our first models to Australia where they have been very well received and an order has already been placed by the South Australian Government. Our workers are now turning out hundreds of the new cars weekly."

"In addition to that output, we are to-day sending overseas every week 150 Morris Minors, car 7 h.p. 'Baby' which is proving particularly popular in the narrow streets of Oriental cities where because of its size it is fast getting the native ricksha; indeed we hear of cases where the ricksha men themselves becoming chauffeurs."

MILLION DOLLAR YACHT.



One of the finest American private yachts afloat is this \$1,000,000, 170-foot yacht recently launched for Mr. C. F. Kettering, president of General Motors Research Corporation.

AGAIN THE WOMEN!

In a recent survey taken in Baltimore, feminine auto drivers were found to be involved in only 386 accidents during the first five months of 1922, while 8106 men were in collisions during the same period.

TAKING TO THE AIR.

Retail value of the 8,500 commercial and military planes produced in the United States during the first six months of 1922 was \$25,000,000, according to the Aeronautical Chamber of Commerce of America.

ACCELERATION!

The number of motorists charged with intoxication in New Jersey (U.S.A.) has increased by 2,000 per cent. since prohibition came into force.

FIRST PAVED ROAD.

The first paved road in the United States is said to have been one between New York and Boston, laid in 1650. It was made of cobblestones.

SERVICE —REAL SERVICE!

Latest Machinery
Expert Mechanics
European Supervision

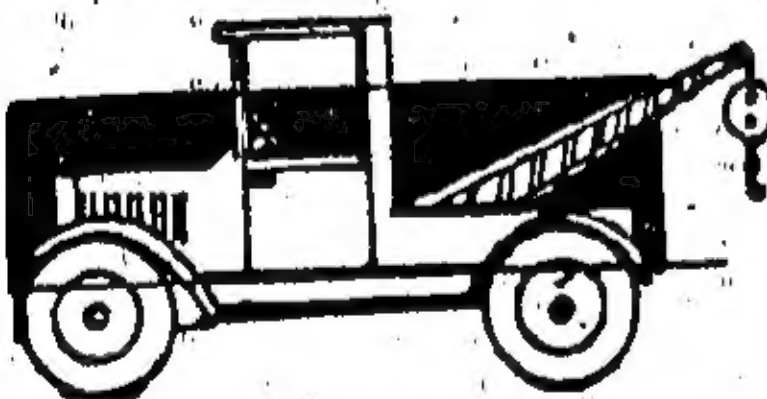
MAY WE SERVICE
YOUR CAR?
NO JOB TOO SMALL
NO PROBLEM TOO INTRICATE.

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KOWLOON
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THE PEAK
PEAK GARAGE P.208

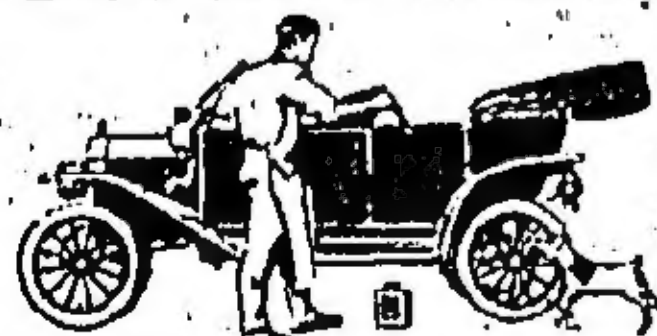
IN CASE OF



EMERGENCY
C. 3193

Lane, Crawford, Ltd.
WANCHAI 10/11 3193/32

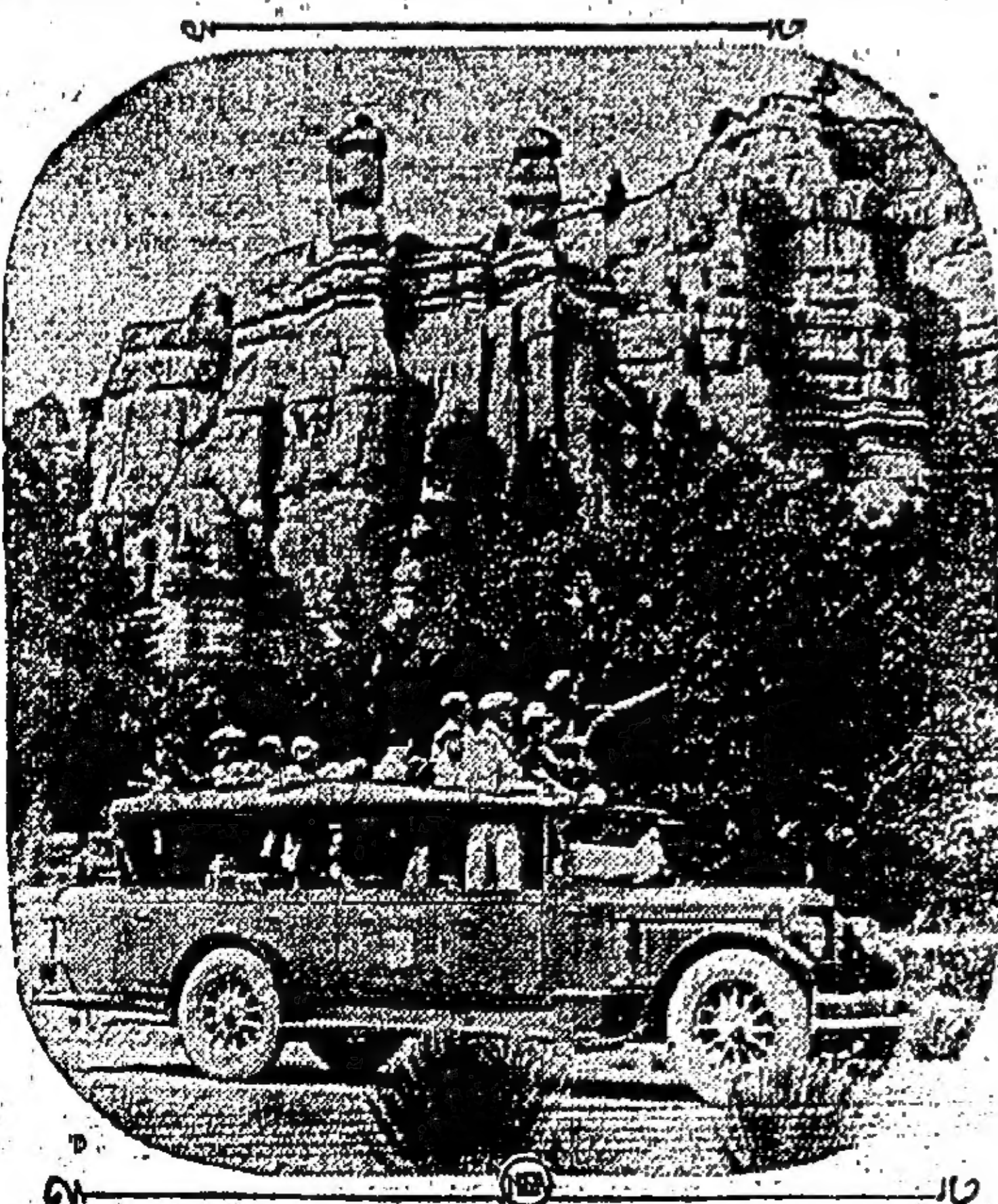
PRATT & LAMBERT
EFFECTO AUTO FINISHES



ALL COLOURS KEPT IN STOCK
AS WELL AS THE NEW
FORD SHADES.

Arabian Sand, Dawa Grey, Niagara
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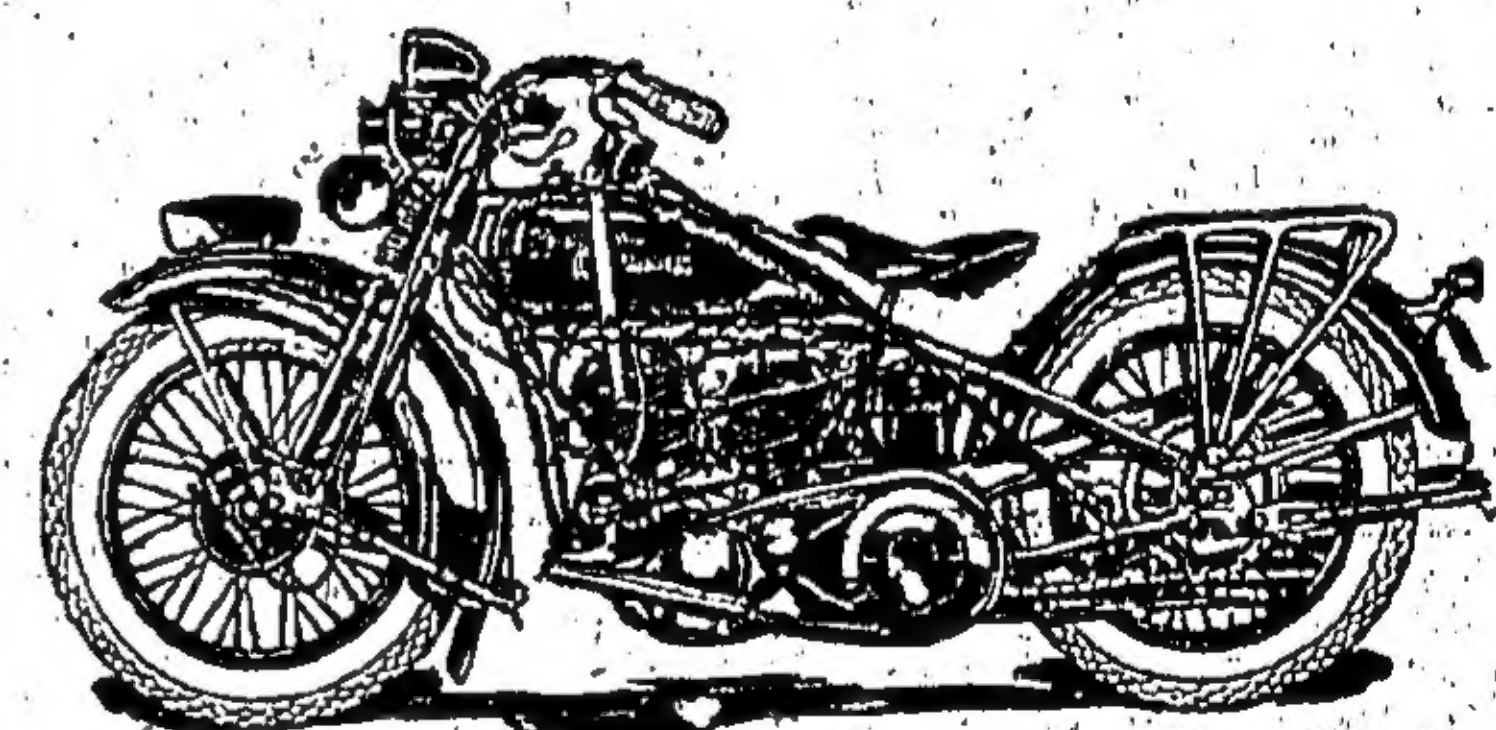
N. S. MOSES & CO., LTD.,
Sole Agents.



Typical of Nature's wonderful carvings throughout Utah, U.S.A., a favourite touring district with American motorists.

SECOND SHIPMENT ARRIVED

By the "KOREA MARU" on November 5th.



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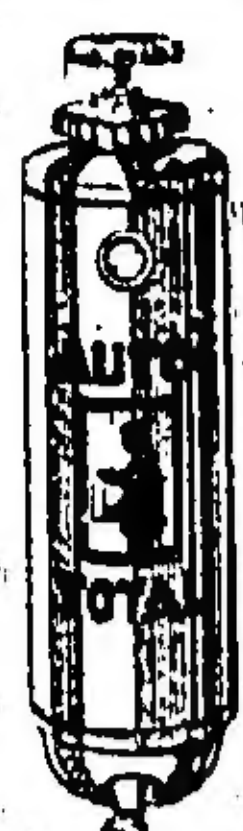
1930 "HARLEY"
BEFORE PRICES INCREASE!



SEE THE NEW MODELS EARLY.
THE GASCON MOTOR Co.

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YOUR CAR SHOULD CARRY AN AUTO-TOTAL THE BEST MOTOR CAR FIRE EXTINGUISHER IN THE WORLD

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THE BRIGHT SIDE.

Telling of a Company Promoter
Turned Car Salesman.

By Cyril A. Potts.

[By Arrangement with the Morris Owner.]

I called on Jenkins at his office. He was dictating to a stenographer, but broke off in the middle of a sentence as I entered. "Look here," said I, "if you're busy I'll look in again some other time."

"Nonsense," said he, dismissing the stenographer and handing me an expensive cigar. "I was only drafting a prospectus—a sealing-wax mine in the Leeward Islands—we're floating a company. Like some shares?"

"No thanks."
"Then what can I do for you?"
"Well," said I, "it's about my car. I'm thinking of selling it, and I wondered if you could help me."
"Certainly," was the reply, "but why come to me? I'm not in the motor trade."

A Professional Optimist.

"I know, and I suppose it's a cheek of me to ask you, but a man who can sell shares in a sealing-wax mine is about the only man who could sell my car."

Jenkins took a sheet of paper and a pencil.
"Let's have the particulars," he said. "First of all, the make."
"Eleven-nine Tumbler."

"Date?"
"I don't know. They haven't made them since the war."

"Condition?"
"Awful."

"Lowest price?"
"Well, I don't think I could take less than a fiver. One tyre is quite good and I bought a new plug only a week or two ago."

"Is it in running order?"
"I hesitated."
"That depends on what you call running order," I said. "It will run sometimes, but then, at other times it won't. When it does, it runs like a hare—a hare in a paper chase, or, rather, an iron-chase, or a nut-chase. It—er—sneezes things."

"I see."
"If we can possibly avoid giving a trial run, I'd prefer it. It would be more trial than run."

"Needs slight adjustment," suggested Jenkins.
"Quite," said I.

A Wonder Car.

When I had made a clean breast of it, Jenkins bent over his paper and wrote busily for a few minutes. Then he passed it across.
"What do you think of that?" he asked.
I read what he had written, and sighed.
"Absolutely perfect," I said, "but quite beyond my means, I am afraid."

Jenkins stared.
"Why," he exclaimed, "there's nothing like doing the thing properly and it will only cost a few shillings."

"A few shillings?" I echoed.
"What do you mean? You couldn't get a car like that under five or six hundred pounds."

"My dear fellow," said Jenkins, "I was alluding to the cost of the advertisement. Believe me, it is money well spent."

So that was it. Jenkins was interested in the sale of other cars—real cars—magnificent cars—and this was his way of intimating to me that he would rather not mix himself up in what could only be described as a deal in scrap-iron.

"For a car like that," I said, "I don't doubt it is well worth it. But mine—"
"That is yours, you silly ass," said Jenkins. "You've got to make the best of it in an advertisement."

Then I understood why Jenkins was so successful, in spite of the fact that most of his companies fail. He is one of those people who look on the bright side—especially in a prospectus, or an advertisement. "Owner going abroad!" If anyone bought my car on the strength of that advertisement I'd have to go abroad, and stay abroad until I heard of his decease. It wouldn't be safe to come home.

"We'll just push that into a couple of papers next week," said Jenkins, "and see what happens. In the meantime, make the old bus look as presentable as possible, and when the answers arrive, leave me to deal with them."

Making the Best of It.

I spent the next few days going over what had once been the plated parts with sandpaper. Here and there it was necessary to use a file first. It was a tiresome job, and the result did not come up to my expectations. The rust, I found, like charity, covered up a multitude of things that were better hidden. I bought a tin of enamel. Mere decency demanded it.

My post-bag the next week was a heavy one. Apart from private individuals, every dealer in the country, it appeared, yearned to buy my car at a good price, subject (fatal words) to inspection. I took the whole budget across to Jenkins, who sorted the letters into two heaps which he called "Mugs" and "Duds." The "Mugs" heap was by far the smaller.

"I am going to write to the 'Mugs,'" he said, "and if I bring one of them along, let me do the talking. I'll ring you up when I have got a bid and you must keep the engine warm until I arrive. We may have to start the thing up."

On the Friday morning Jenkins rang up.
"I'm bringing along a first-class 'Mug' about twelve," he said. "So far as I can gather, he is a complete novice and paralysed from the neck up. I think I can hypnotise him into parting. Can you start the engine?"

"I've got two hours," I said, doubtfully. "I'll try."

I filled the radiator with hot water, tied a rag round the carburettor, injected petrol through the compression taps, did a few necessary repairs, turned the handle until a deathly sickness came over me, and finally got the engine running, somewhat erratically, with five minutes to spare.

COMPULSORY INSURANCE.

Hard on Safe Drivers.

NOT WANTED IN U.S.A.

Compulsory insurance for motorists, or acts to ensure a motorist's financial responsibility—which are only compulsory insurance under other names—are being vigorously resisted by motor organisations in U. S. A.

The National Automobile Chamber of Commerce, to which most of the motor manufacturers belong, is against such legislation on the grounds that it puts too much hardship on the safe driver.

Mr. Alfred Reeves, the general manager says: "The American insurance interests have gone far enough in their endeavour to get motorists to take out insurance. Under the guise of substituting something for compulsory insurance some of the States have passed so-called financial responsibility laws. These give too much power to the police and create a hardship for careful, law-abiding motorists."

Doubtful results of compulsory insurance have been shown in Massachusetts and other States, which have passed similar laws.

Under-inflation of tyres not only proves detrimental to the life of the tyre, but also causes excessive fuel consumption.

I knew better than to stop it, and when Jenkins and the customer arrived the radiator was boiling briskly.

The customer was a pallid youth, with protruding teeth which prevented him shutting his mouth. He looked as if he had recently had a slight argument with Tunney and was just regaining consciousness. His expression was vacant. In a word, he was just clay as Jenkins loves to mould.

The Power of the Spoken Word.

He looked at the car in a dazed manner for a few minutes, then Jenkins took him outside, in order that his voice might be heard above the rattle and clatter of the engine, and began to speak his piece. At once it became apparent that Jenkins's uncanny skill as an imaginative writer was easily eclipsed by his genius as a spell-binding orator. As he spoke I stood entranced. At every word the old car took on a fresh aspect. Never before had I noticed its manifold perfections, the beauty of its lines, the smoothness and silence of its clattering and gasping engine. Never before had I realised its marvellous performance, its extraordinary economy and its luxurious comfort. Its very age, like that of wine, enhanced its value. Its one sound tyre became a priceless thing, its one new plug an asset of incalculable worth. Even the enamel which I had spread, charitably if lumpily, miraculously smoothed itself out and took on a lustre which would have brought tears of envy to the eyes of a professional coachpainter.

Appreciation.

At length I could bear it no longer. In another minute or two Jenkins's eloquence must bore its way even into the soggy head of the pallid youth, who would hasten to secure this incomparable bargain, and I would be left with a few paltry pounds to console me for the loss of the only perfect car that was ever made.

I was agast at the thought. The car was irreplaceable, and, although the price Jenkins was naming would have taken my breath away only an hour ago, now it appeared a mere trifle, a paltry bagatelle.

A gleam of something that was almost intelligence lit up the face of the pallid one. He unbuckled his coat and drew forth a cheque-book.

"Stop!" I cried. "Stop! I have changed my mind."

Jenkins caught me by the arm. "Don't be an ass," he whispered. "We've got him. Leave it to me."

"But I've changed my mind, I tell you. The car is not for sale."

"Not for sale?" gasped Jenkins.

Unflinching the Deal.

"I'm sorry," said I. "I've put you two gentlemen in a false position, and I repeat, I am sorry. I can say no more."

Jenkins laughed mirthlessly. The pallid youth replaced his cheque-book in his pocket and began to move away. Like a flash, Jenkins was by his side.

"One moment," I heard him begin. "Before you go, I'd like to interest you in rather an exceptional proposition. It's a sealing-wax mine in the Leeward Islands, and I can assure you—"

"I thoughtfully switched off the engine, and after a few loud clanks, it stopped. As I looked at the car it struck me that somehow it had suddenly aged.

I went indoors and read through the advertisement again. I read it now, every day. It seems to cheer me up.

THE WORLD ON WHEELS.

Long Distance Motor Runs.

Singapore to London by Car.

Some of the long distance motor runs which have been brought to successful conclusions in various parts of the world recently make a most intriguing story. In many cases, these journeys represent very real hardships on the part of the "crew" and, of course, a tremendous gruelling for the vehicle.

A particularly sporting achievement was the journey which has just been concluded by Messrs. Walter Gideon and G. Raju, who travelled from Singapore to London in a Riley Nine, an ordinary 4-seater standard model. The total distance covered was about 13,000 miles and it was accomplished in just over 5 months.

To appreciate the full purport of this achievement it is as well to realise the tremendous difference of climate and road conditions involved. First, there were the tropical forests of Malaya; then, the sweltering Indian plains and the barren Persian hills, where the heat was terrific. Then came Iraq and Syria, but it was found impossible to proceed through Turkey owing to torrential rains having washed the bridges away. The game little Riley, therefore, was shipped to Athens and from there the route was through Salonika to Sofia in Bulgaria. The roads in Greece and Bulgaria were found to be appalling and, indeed, it was not until Hungary was reached that the roads were really fit for motor traffic.

The only mishap on route was the breaking of springs which commenced on the boulder strewn tracks of Beluchistan. The engine was not decarbonised in the entire distance and gave no trouble whatsoever. This success following hard upon the lowering of the Australian transcontinental record by another privately owned Riley Nine affords further proof of this small car's stamina under exceptionally trying conditions.

Round-World Alone.

One of the most daring Round-World tours is that of Mr. Kratichek Soboleff, a Russian, who, using a 500 c.c. Two-port

Ariel started off from Shanghai, unaccompanied by even the usual sidecar with provisions and baggage. His route led him through China, Siam, Malaya, Burma and thence to India.

After leaving India this intrepid sightseer negotiated the mountainous country between Bunder Abbas and Kerman and was the first unaccompanied motor cyclist to make the trip. After 830 miles of Persian desert had been overcome, Iraq was visited and the Arabian desert crossed, thence to Syria and Palestine.

Constantinople was the jumping-off place for the European section and, after the Balkans, Mr. Soboleff journeyed through Italy, France, and Germany and is shortly expected in England, after a visit to Russia.

He then intends to travel through Africa and to leave for a circuit of America, thus accomplishing the most complete world tour that has ever been undertaken on a motor cycle.

Exploring by Bus.

Fifty years ago an exploration trip into an unknown African desert was a momentous task, requiring a considerable number of animals and natives for the necessary transport and probably months of careful planning.

It is interesting to compare this with the recent successful expedition organised jointly by the Russian Government and the Bechuanaland Protectorate, who employed one of the latest types of Thornycroft rigid six-wheelers equipped with a specially suitable body for a survey trip into the Kalahari Desert. The primary object of the trip was to survey the possible route for a new railway to connect Rhodesia with Walvis Bay, but there are other far-sighted possibilities in this practically unknown district, which some agricultural authorities believe to offer unlimited potentialities for the cultivation of cotton, wheat, tobacco and other crops.

The six-wheeler ran throughout the arduous journey without a single stoppage, except for one puncture. Some indication of the difficulties of the run are revealed in the fact that for 600 miles there were no opportunities of replenish-

SHORT MEASURE.

Motorists Lose Millions.

AMERICAN PROBLEM.

The adoption of new legislation with an organisation to carry it out is urged in America to curb dishonest petrol vendors.

The American Automobile Association says that 20 million dollars is lost annually to motorists by these cheats in the oil industry. The position was discussed recently at a national conference on weights and measures in Washington, and the more responsible oil companies and more than a thousand motor organisations have joined forces to secure more accurate measurement of petrol by vendors.

The American Automobile Association blames the "existing laxity in checking up on the thousands of gasoline pumps that have sprung up creating a most profitable field of dishonesty."

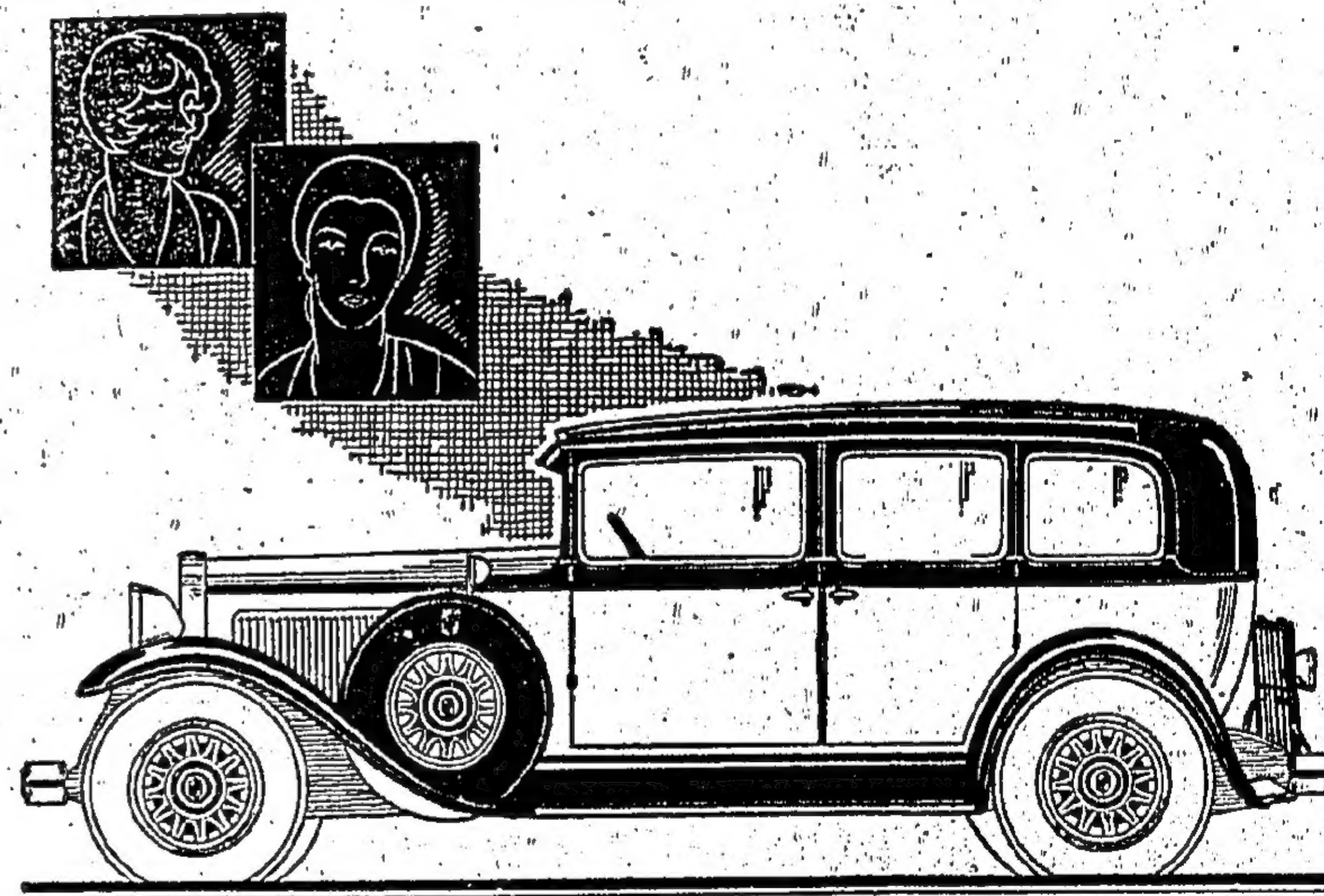
ing water supplies. In addition to a reserve of 40 gallons of water, the lorry carried a reserve of 800 gallons of petrol, plus the necessary luggage and provisions for four weeks for the exploring party, starting out with an overload of nearly 2 tons.

Over the Andes.

The motor truck has at last supplanted the centuries-old local transport in Ecuador, consisting of mules, donkeys, llamas and horses.

Between Ripobamba (2,700 metres) and the town of Guaranda (2,000 metres) there is the La Cima Pass across the Andes 4,000 metres above sea level. In the old days mule or horse transport used to take about 24 hours to traverse the 60 kilometres, not including stops; to-day a Morris-Commercial takes 12 passengers and 10 cwt. of goods and gets over the mountains in 5 hours including stops.

Several very good trucks were tried over this road, but without success, and it was only when the Morris-Commercial, by the orders of the Director General of Public Works, tackled the problem of maintaining a service and successfully made the trip without a stop or hitch that it was realised to be feasible. Even to-day the road only consists of the old pack trail widened a few feet and with the addition of a little masonry here and there for bridges.



TODAY'S SMARTEST SEDAN

THE long, low, graceful lines of the Nash "400" need no eccentric ornament to give them beauty and character. "400" colours are in the correct mode of the moment. Coachwork compares most favourably with that found in custom bodies of the highest price. Complete equipment leaves nothing to be purchased later, except a spare tyre.

Nash engineering offers many owner advantages such as a Twin-Ignition motor, ensuring greater, smoother, more economical power. . . . Outboard mounted hydraulic shock absorbers that make rough roads smooth. . . . Centralized chassis lubrication that oils 29 vital chassis points at a touch. . . . A steering mechanism that provides unmatched ease of control. . . . and other features usually associated with cars of much higher price.

Here is the car of cars for families who appreciate true luxury yet wish to avoid excessive cost.

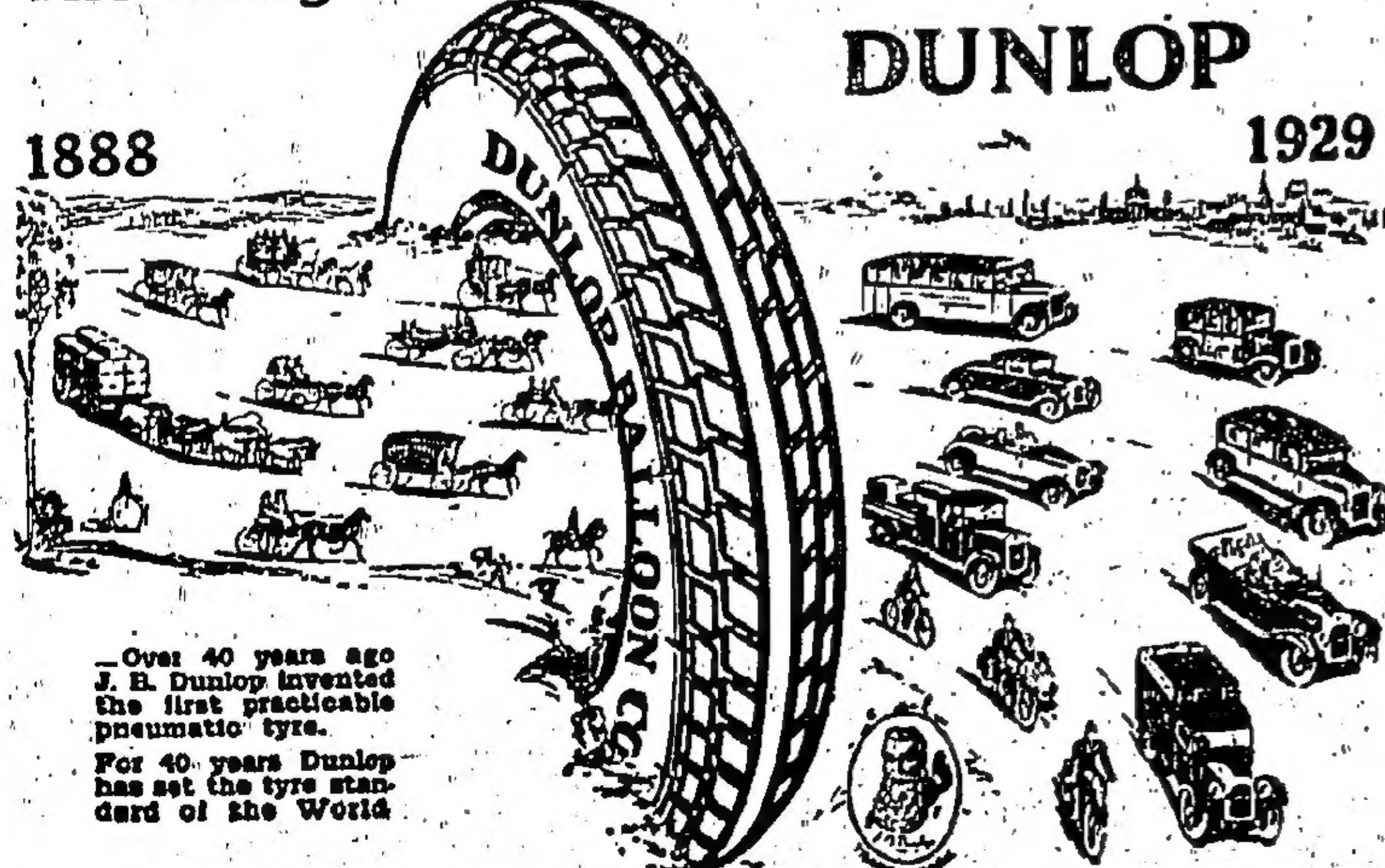
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CHINA TEA

For Christmas

SEE PAGE 4 FOR OUR
SPECIAL OFFERS

THE CHINA TEA CO.
David House, Hongkong.



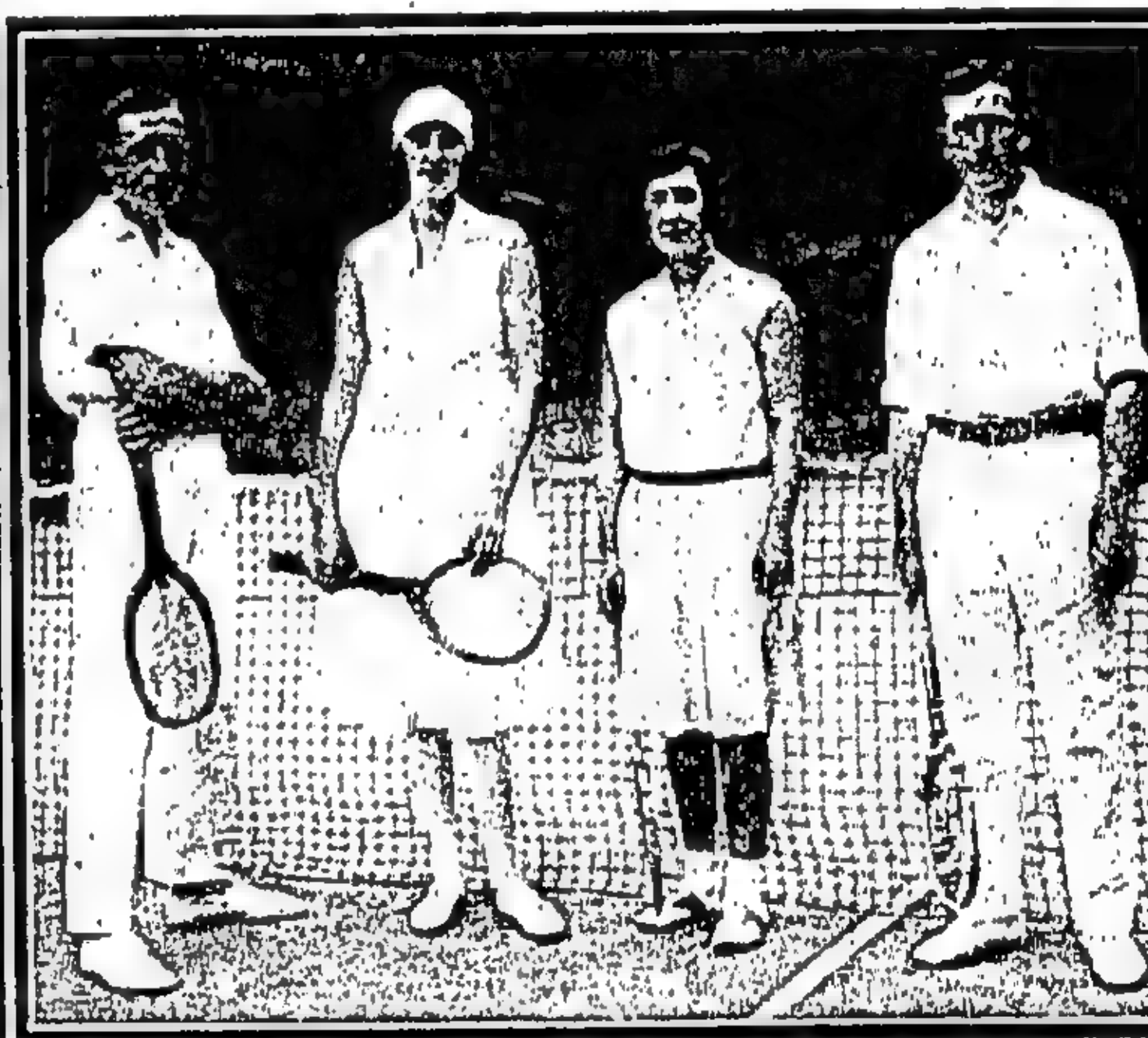
Photograph taken at the Chinese Legation in London on the occasion of the marriage of Mr. Wen Hsing-chu and Miss Kio, sister of Mr. Kio Ngau-chang, a governor of the Bank of China. (Photo: Central News).



This interesting group, in which ceremonial dresses of the East and West are seen, was taken on the occasion of the recent marriage of Mr. Thomas Ngai-tse Tam and Miss Jessie Pui Chun To. The bride is a niece of Dr. Coxson To. (Photo: Ming Yuen Studio).



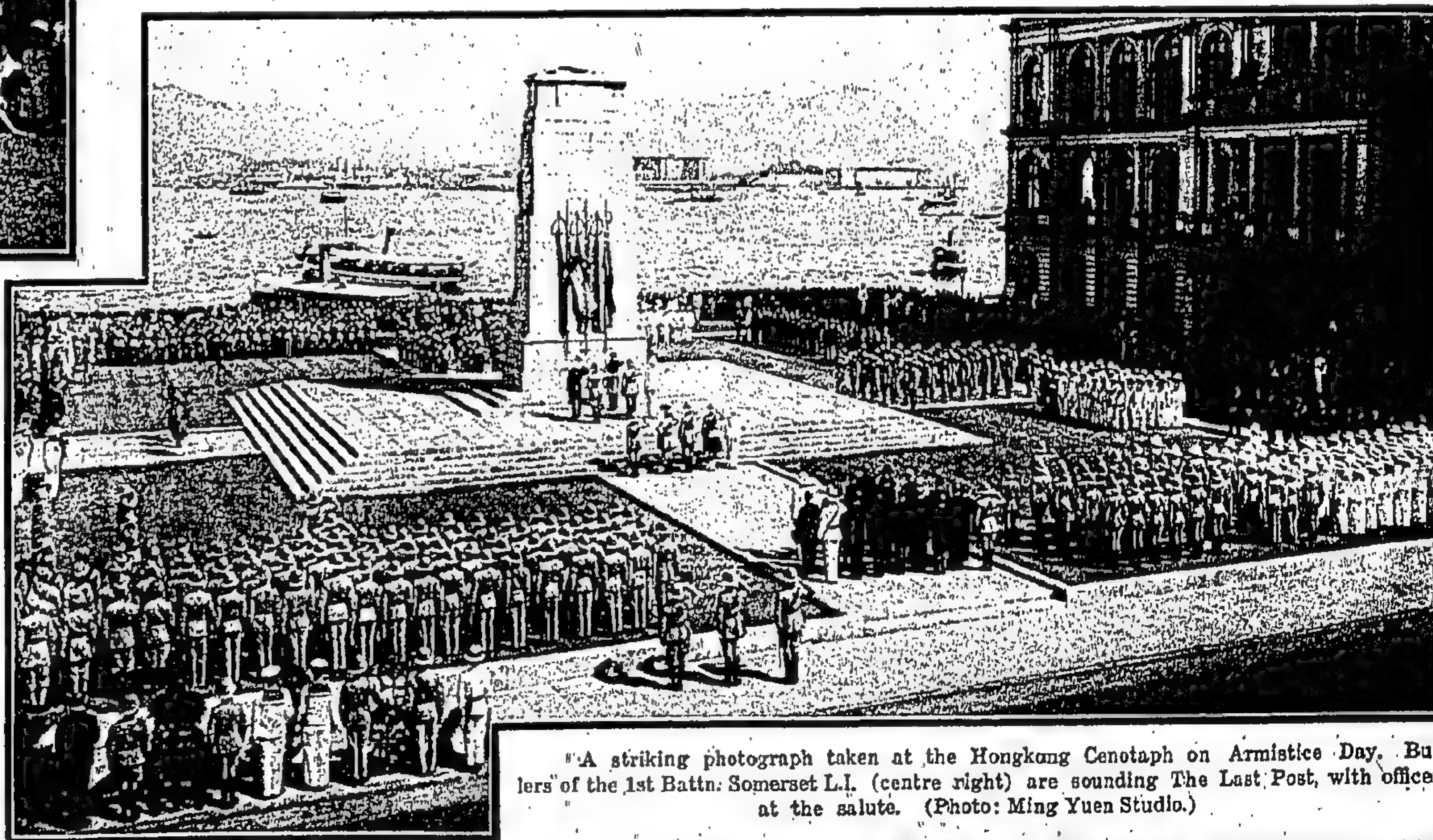
Two interesting snapshots taken on the occasion of the Club de Recreio's annual athletic sports. Top, one of the running events; bottom, the wheelbarrow race, which caused much amusement. (Photo: Mee Cheung).



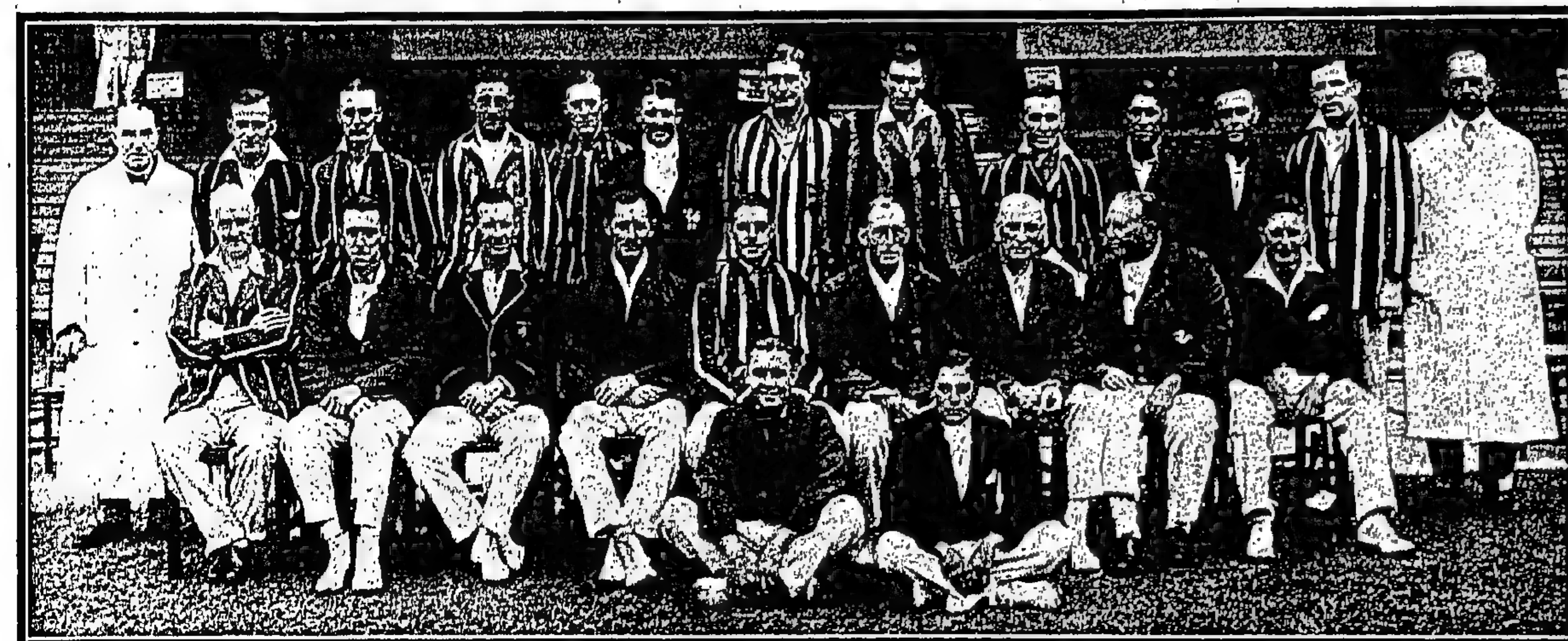
Finalists at the Ladies' Recreation Club. Left to right:—Mrs. Tottenham and Mrs. James (championship), Mr. H. Nighof and Mrs. Blaisse with Miss Stephens and Mr. T. C. Monaghan (handicap doubles), Mr. L. Forster and Mr. J. S. McEachran (men's doubles). Photos are by Mee Cheung.



Members of various local organisations are here shown assembled for the Armistice Day ceremony at the Hongkong Cenotaph. (Photo: Ming Yuen).



"A striking photograph taken at the Hongkong Cenotaph on Armistice Day. Buglers of the 1st Battalion Somerset L.I. (centre right) are sounding The Last Post, with officers at the salute. (Photo: Ming Yuen Studio.)



Above are the Hongkong and Shanghai Interport cricket teams, which met in a keen struggle this week. Hongkong gallantly won after a very bad start. Sitting on the right of Mr. R. Hancock, the Hongkong captain, is Mr. D. W. Leach, the visiting skipper. (Photo: Ming Yuen).



This extremely pretty wedding group was taken after the marriage at St. John's Cathedral of Mr. Wong Ching-shing and the Miss Wong Ching-shing, now Miss Annie Lee, daughter of the late Mr. Lee Kan-tung and Mrs. Lee Kan-tung. (Photo: Ming Yuen).

"THE DESERT SONG" FILMED. TALKING PICTURE NOT A BIG SUCCESS.

(By Dan Thomas.)

One of the greatest talking motion pictures ever filmed. That's what they told me out at Warner Brothers studio about "The Desert Song."

Maybe it is—but just the same, some 2700 of Hollywood's elite left the Warner theatre greatly disappointed after the world premiere of the film a few nights ago.

In my opinion only one word of praise can be offered for this picture—that is for the singing. It was good. But even apple pie loses its lure if it is dished up too often. Director Roy Del Ruth (or perhaps it was Darryl Zanuck, the supervisor) apparently forgot that it is one thing to listen to considerable singing from real, live characters in the colours setting of the legitimate stage and quite another thing to listen to the same amount of singing from a mechanical device at the back of a screen on which appear black and white figures. On the stage it is acceptable and enjoyable. On the screen it is boring.

If dialogue films are to be a success Hollywood producers must learn one thing—that primarily they are making motion pictures. That was the factor forgotten in producing "The Desert Song." Instead of being a coherent, smooth-running story, it is merely a series of episodes intermingled with too much singing.

As for the acting—well, throughout the picture it constantly reminded me of the amateur theatricals which I used to see in our local opera house at home 10 years ago. It was so exaggerated as to be funny in spots and offers a perfect example of what happens when a picture is cast by merely making voice tests.

We have advanced the theory before that even sound films must be fundamentally motion pictures if they are to be successful. "The Desert Song" bears out that contention. Instead of making the action the prime factor and the voices a supplementary factor, the order has been reversed. In our opinion Myrna Loy, Louise Fazenda and Johnny Arthur are all the honours. Their performances are natural and sincere.

ON THE TELEPHONE.

Woman's Habit of Time-wasting.

Why is it that the average woman talking on the telephone will invariably make the conversation twice the length it need be? Most women will tell you that the telephone is the bane of their lives and that it is ringing all day and they have no time to answer it. Yet if you happen to be near at hand when a conversation is taking place between two women you begin to wonder if they ever have time for anything else.

For instance, listen to Mrs. B. asking Mrs. C. to bridge. She will chat on every conceivable subject from the weather to baby's new she has rung up to ask Mrs. C. to tooth and then suddenly remember



Myrna Loy as Azuri in "The Desert Song."

Miss Loy as Azuri, a native dancer, conducts herself as one would expect a girl of that type to act. Louise and Johnny are just as rather simple-minded kids and they carry out their roles beautifully. They are the comedy relief to an otherwise drab musical.

John Boles and Carlotta King, who play the leading roles, have much to learn about acting—or else Del Ruth has much to learn about directing. Boles, a former

play bridge. This she then proceeds to do, only to learn that Mrs. C. has already an engagement for that day and cannot come. This is after ten minutes' futile conversation about things that do not matter in the least! She then finds that, after all, her bridge party is not complete and she has to begin all over again with Mrs. D. Mrs. D., as likely as not, has just heard some interesting piece of news about a mutual friend and is dying to spread it round. It is at least another quarter of an hour before Mrs. B. can get the chance of asking her to play bridge.

So the good work goes on, and by the time Mrs. B's bridge party is finally settled, hours of useless conversations have been gone through on the telephone. Often an impatient husband is waiting to give his wife some important

former light opera and musical comedy actor, is just that: and nothing more on the screen. His movements are all over dramatic and stagey. Miss King was lured from a radio microphone to portray her role. She sings well and when that is said, all is said. A year ago "The Desert Song" might truly have been called a milestone in the progress of speaking films. But this isn't a year ago.

message and every time he rings up he is greeted with the words "number engaged."

Women are not the only offenders. Many men waste time on the telephone, but not to the extent women do.

One of the best methods of saving time is that of a clever business man. Directly he takes off the receiver he says "Jones here." This saves endless remarks such as "Is that 123?" "Can I speak to Mr. Jones?" Time is money in business, but it does not seem to be of any value as far as a woman is concerned on the telephone. There ought to be a time limit, to all calls, then the woman who talks for hours about other people's business would suddenly find herself cut off in the middle of her discourse, possibly to the advantage of some other woman whose character was about to suffer!

"BRIGHT" WIVES.

DO NOT MAKE THE BEST OF MATES.

Many a great man has frankly ascribed his success in life to the inspiration of an understanding wife. There is, however, a reverse to this picture, and we have all, at some time or other, had the uncomfortable experience of being in company with the wife who heaps unfriendly criticism and ridicule on her husband, belittling his judgment, abilities and achievements.

She is generally a good conversationalist, quick-witted and subtle, and attacks her husband's little faults and foibles with such an air of lively malice that un-discerning persons are provoked to laughter, and wonder "how jolly little Mrs. John came to marry dull old John!"

It may generally be noticed that the more barbed the sallies of Mrs. John, the quieter and more reserved becomes her husband.

"Why does he not retaliate?" one may ask. Because he feels there is much truth in his wife's remarks. He knows that her attitude is, in the first place, the outcome of disappointment—he has not made the worldly advancement of which his early days gave promise.

In the second place, it is born of a kind of snobbishness, and is Mrs. John's way of informing the world that she considers herself superior to her surroundings and worthy of a better place than her husband has been able to provide for her.

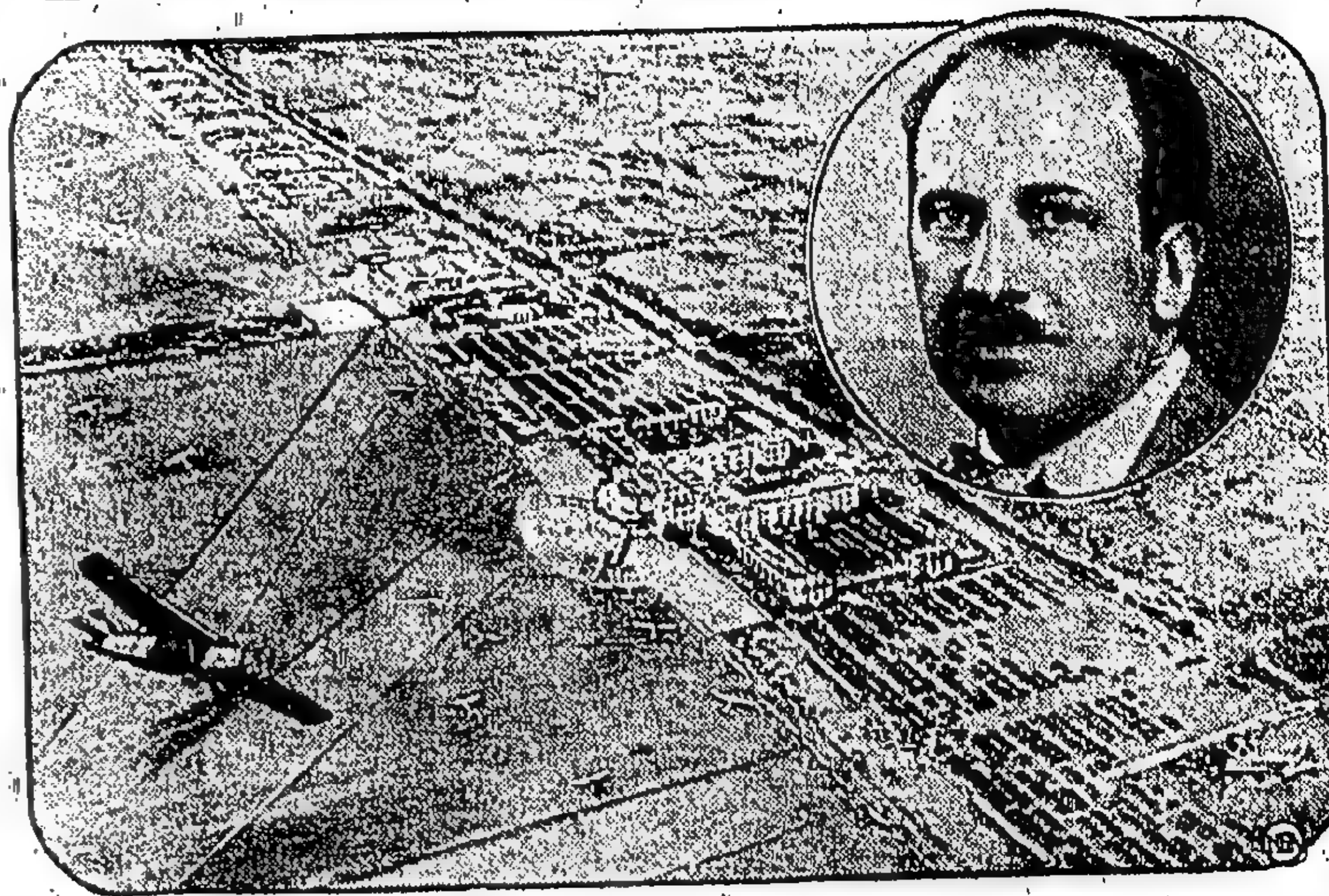
In these circumstances the wife is as much to be pitied as the husband. She has failed to realize that in making him appear ridiculous before strangers she destroys his self-confidence, and takes from him the very elements that go to make the success she covets. Strip a man of his natural vanity, and he is poor indeed.

BEAUTIFUL KWANGSI GORGE.



The beautiful Chung Ling Gorge, on the Fu River, between Wuchow and Kweilin, Kwangsi Province.

MODERN AIRPORT IDEAS. MUST BE INDEPENDENT CENTRES.



Here's how Roosevelt Field, one of New York's best known airports, will look when completed according to the plans of Kenneth Franzheim, upper right. Shown in the centre is the passenger terminal with hotel accommodations, swimming pool, clubs, shops, and dance pavilion. Parking space for thousands of motor cars is provided nearby, and further down the line are hangars, repair shops and flying schools.

Just seven months ago, Mr. Kenneth Franzheim, a New York architect, went to a large aviation concern and asked:

"What place, if any, is there for the architect in the development of flying?"

"Whatever he wants to make," was the answer. "The field is wide open."

He left with a contract for his first airport—the St. Louis Air Terminal, and two months later actual construction began. Today he is building or has contracts to build sixteen more, ranging from one million to five million dollar jobs, an aggregate of some \$40,000,000 worth of work.

No Precedents. Outside of several around New York City, Mr. Franzheim is working on ports for San Antonio, Fort Worth, Harrisburg, Pa., Montclair, N.J., Cleveland, Pittsburgh, Louisville, Baltimore, Houston, and Berkeley and San Mateo, Cal.

"There was one advantage in being a pioneer in the business," he said. "There were no traditions—but on the other hand there were few precedents. It was an opportunity such as an architect seldom has. I had to be modern in spirit, because the airport serves the most modern of all modes of transportation."

He had the advantage of having spent his first years out of college in the U. S. Air Service, so he knew the field problems of the flier.

\$5,000,000 Job.

He tackled his job by visiting the large fields that have grown up, naturally and unscientifically, during the last decade. Then he gathered together a staff of engineers and builders who were familiar with planes and with construction.

The airport at St. Louis, a de-

velopment costing about \$1,500,000, exclusive of the ground, incorporates all the ideas he believes should make a field practical and profitable. The one at Valley Stream, Long Island, his second commission, is the most expensive project and represents a \$5,000,000 enterprise.

One of the most extensive will be the field at San Mateo, Cal., which must meet the combined problem of constructing an airport and a yacht and seaplane basin.

Will Land in Luxury.

"Every phase of aeronautics is being developed so fast that it is almost impossible for a builder to keep up with the expansion," he said. "Right now there are 35 airports within a radius of 40 miles of New York. In a short time there will be more airports than country clubs, for that is the nearest parallel to the modern conception of a landing field."

"It must have everything that a railroad terminal has, and more, because we are a more luxurious people than when railroads first were built. It must have facilities for at least 350 planes, and parking space for many more motor cars."

"All buildings must be fire proof, and there must be a casino where passengers and guests may dine and dance—there must be restaurants, swimming pools, hotel facilities, and other buildings must be provided for instruction in flying and for repair departments."

Complete Civic Centres.

"A modern airport must be planned just as a city is planned, for it is a miniature city. It must have at least 650 acres and run-

ways at least 25,000 feet in all directions."

The airport at Valley Stream has three distinct divisions connected by motorways and promenades. In one section is the aviation school with the hangars for the school planes and quarters for the students and instructors. At another corner of the field is the main group, to accommodate the public, with the plaza, the club house, hotel, swimming pool, shops and dance pavilion. Nearby is a large area for automobile parking. In the third group are the hangars for planes, the repair department, and the building where tests are made.

Mr. Franzheim is enthusiastic about his building projects, but very modest.

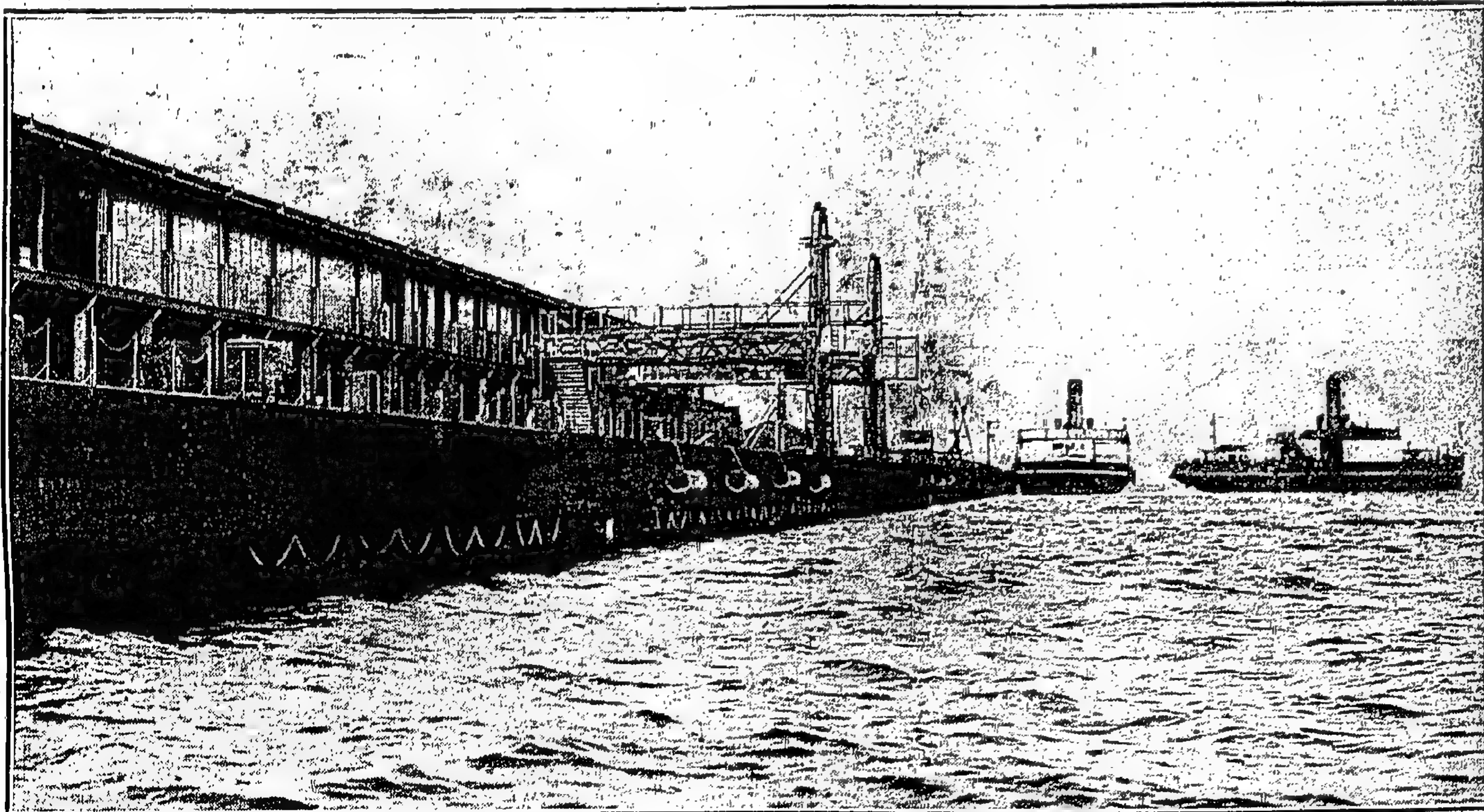
Plans Far Ahead.

"I started from scratch," he laughed, "and in a few years I expect to know a lot more about the business than I do now. Everything now is built by looking ahead ten or fifteen years when flying will be as common as motor-ing, and the family airplane will be 'another item' in the yearly budget. Trying to keep up with the present and still build for the future is a problem in speed."

He hopes to make a hasty trip to Europe soon to study the fields at Croydon, Le Bourget and Tempelhof, not that he expects them to offer much architectural-ly, but they have developed large and interesting passenger facilities.

Mr. Franzheim is a native West Virginian who since the war has been a prominent architect, first in Chicago and now in New York. He recently planned and constructed the Gulf Building, one of Houston's new skyscrapers.

BIG IMPROVEMENTS MADE AT TILBURY DOCKS.



Hongkong people going Home next year will be surprised at the great improvements carried out at Tilbury Docks. Above is seen the new floating landing stage. The new entrance lock was recently opened by Lady Ritchie of Dundee, wife of the Chairman of the Port of London Authority. (Times copyright).

STRIKING EXAMPLES OF GORDON'S FOOTWEAR FASHIONS.

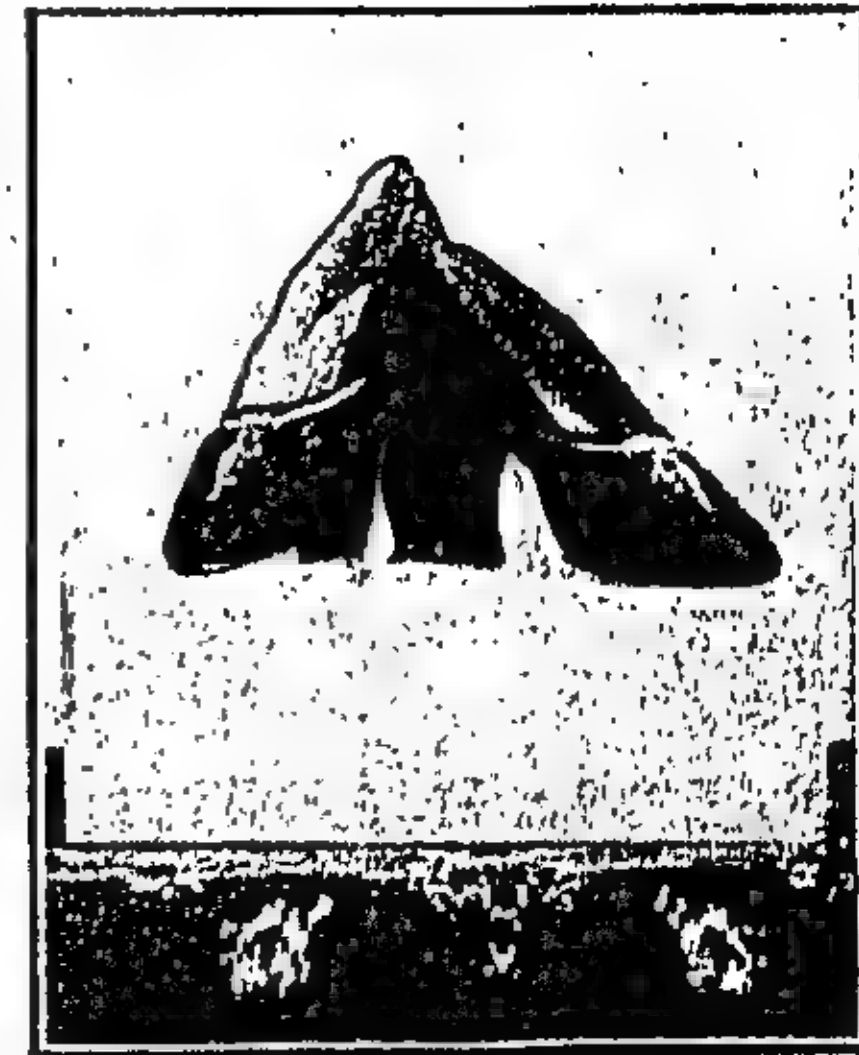
The Top Picture Illustrates An Exceptionally Smart Walking Shoe in TAN CALF with Insets of Genuine LIZARD SKIN—Cuban Heel.

A Bective Model.

The Lower Picture Shows a Charming Evening Court Model in BLACK SATIN with APPLIQUES of GOLD KID.

Hand Turned.

FRESH IDEAS IN MODERN FOOTWEAR ARRIVING CONSTANTLY.



Shoes which faithfully portray the modern mode.

GORDON'S

THE HOME OF BEAUTIFUL SHOES.

Fur Trimmings and Fur Coats



Once the Emphasis Was on the Richness Of the Pelt Itself, But Now the First Demand Is for Style In Design, and Not Mere Expensiveness



III
Henri Bendel Uses Fur Down Both Sides of This Tweed Sport Suit. The Hat Is a Reboux Creation.

Bernard and Company Present This Black Broadtail Fur Model Showing Flared Coat and Odd Shaped Sleeves.

II
This Coat of Ermine Dyed Beige, Created by Bernard and Company, Has a Matching Fox Fur Collar.



IV
For an Evening Wrap, Bendel Suggests Black Chiffon Velvet With Huge Collar and Wide Cuffs of Snowy White Ermine.



V
Bendel Uses White Gallic Fur as Fabric For a Tie Collar On This Tweed Coat. The Trim Is Reboux's.

FURS have always been a fascinating subject, and the favored article in women's apparel, but the feeling about fur has undergone considerable change.

Once the entire emphasis was placed upon the pelt. A fur coat or a set of fables was an investment that one expected to realize on over a period of years rather than a quick turnover.

Today there is no virtue in mere fur, be it ever so costly. A cloth coat that is smartly cut and aware of the latest Paris treatment is infinitely to be preferred to a mink without fit or shape.

And fur-trimmed coats are quite as warm and as comfortable as all-fur models. It's the style, not the fur that counts. There are a hundred fine-sounding names under which the commonest and cheapest of furs masquerade. But no one minds in the least, if the fur is made to look desirable. Rabbit, under many aliases, and sometimes just as rabbit, is one of the leading furs in the moderate-priced coats.

It is interesting to notice how discreetly and how well furs are being used this season, both as wraps and as trimmings. The fur-trimmed dress is back with a vengeance. Bands of fur are consorting with velvet, lace, chiffon, and the less elaborate fabrics, just as they did in the Victorian days. Fur is marvelous with the fancy new wool fabrics and the tweeds. Madame Agnes and other French modistes are using it for hats, and as trimming on hats. A little bow of white ermine on the shoulder of the black velvet dress bids fair to become just as popular as the ragged blossom of fabric.

REGARDING furs in general, it is well to note the prominence of brown—a fashionable color, anyhow—which means not only brown, but all the beige tones that blend so marvelously with darker browns.

Among the leaders are summer ermine, a new dark brown seal skin, Breitschwanz, of course, and caracul, astrachan, pony and the dyed furs, not to mention the staples, mink and sable.

Coats are of every length, from the shortest of jackets to three-quarters, seven-eighths, and full length. Naturally, as the winter wears on, coats are bound to get longer.

Fur has become more democratic, as well as more original, this year, for it has included every-day types of dresses and cloaks in the background which it chooses. It no longer rules supreme on those garments which are worn only when gaiety and soft lights and music form the setting, but has found its way about offices and streets.

Through it all, however, it insists that it be treated in the royal manner that it deserves. A fur that reveals its cheapness is ostracized. It must either possess richness in itself or have obtained it through treatment.

Fur has always been used as a softening background for faces. Now stylists are realizing

that it may create a like effect if used on hats as well. Moreover, fur is distinctly feminine and fashions are sounding the keynote which was given day before yesterday when candle-lighted rooms and a song at twilight made a charming background for laces and velvets and furbelows.

The dominant note in the use of fur this season is the casualness with which rich and elegant furs are used, and the assurance with which cheaper furs, carefully treated, assert themselves.

The mode has infinite variety and charm, and there is no limit to the interpretations that may be put upon it.

I. THE Parisian styles show two excellent models for general wear, that are practical as well as elegant. One is of black broadtail fur, cut with the new flared coat and the odd-shaped sleeves, with softer fur used discreetly to frame the face. It is from Bernard and Co., a French house that is particularly successful with furs.

II. THIS second model, which is also from Bernard and Co., is of ermine-dyed beige, with a full surplice collar of fox exactly matching in shade.

III. HENRI BENDEL, the New York couturier, illustrates three striking uses of furs as trimming on three different styles of wraps. One shows the use of fur down both sides of the coat on this sports suit of dark green tweed. The fur is fisher-dyed racoon and also forms the facing of the cuff, coming down as a piping on the coat cuff. This contrasts charmingly with the dark green crepe blouse. Incidentally, this chic chapeau is of green velvet and gros grain ribbon.

IV. NATURALLY, any thought of an evening wrap brings thoughts of ermine, and here again Bendel has scored with this evening wrap of black chiffon velvet with a huge collar and wide cuffs of the most soft and snowy white ermine.

You will notice here a new application of ermine, used flat and in a wide piece as though it were the skin of a large animal instead of a tiny one—and the tails are not featured at all.

V. ANOTHER instance of good selection is the combination of a black and white tweed coat, cut with diagonal lines and to give diagonal stripes to the material, with the collar of white gallic, used just as if it were a fabric or any soft material. The bow is formed by slipping one end through a slit in the collar.

The cuffs show a style trend that is absolutely new, the use of the fur on the inside of the cuff rather than the outside, with just a piping of the fur coming out from below the tailored cuff.

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Hongkong Telegraph

Pictorial Supplement

November, 16th, 1929.

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\$4.00 each

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Combinations—Short Legs
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10% Discount for Cash

MACKINTOSH'S
MEN'S WEAR SPECIALISTS



Four local ladies who did useful work in the sale of Flanders Poppies on Armistice Day. (Photo: Ming Yuen).



Much interest was centred in the wedding on Saturday last, of Mr. Kwok Tsan, son of Mr. Kwok Siu-lau, and Miss Gertrude Suk Woon Chan, eldest daughter of Mr. Chan Lim-pak. Above is seen the bridal party and relatives. (Photo: Mee Cheung).



Last week, the Somerset Light Infantry rugby team defeated the Club 2nd. XV by eight points to nil. Top, the game is seen in progress; bottom, the victorious team. (Photos: Mee Cheung).



Above, a smiling quartette of girls who helped in the sale of poppies on Armistice Day; below, Service men and Police with wreaths which were later laid at the base of the Cenotaph. (Photos: Ming Yuen).



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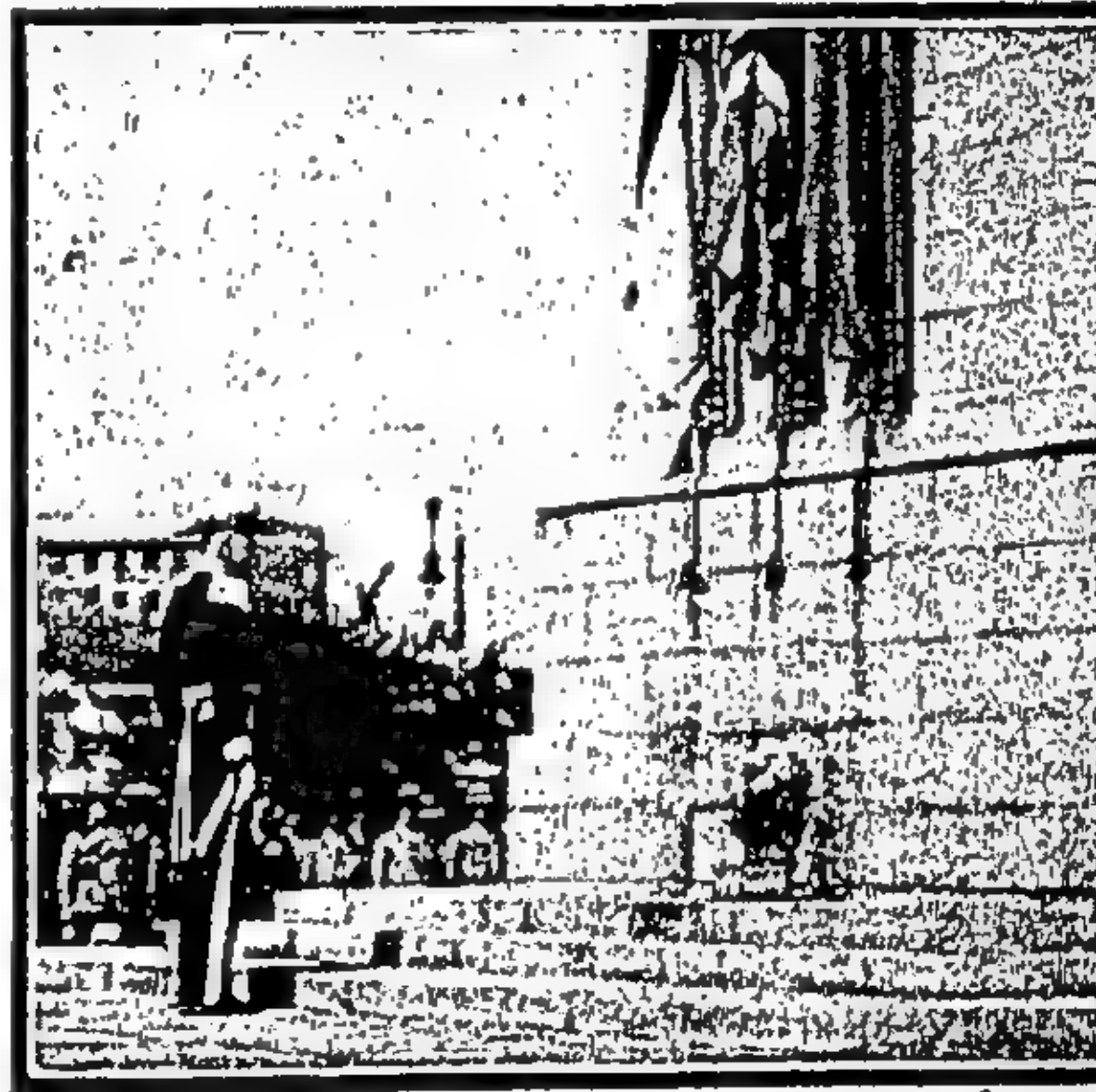
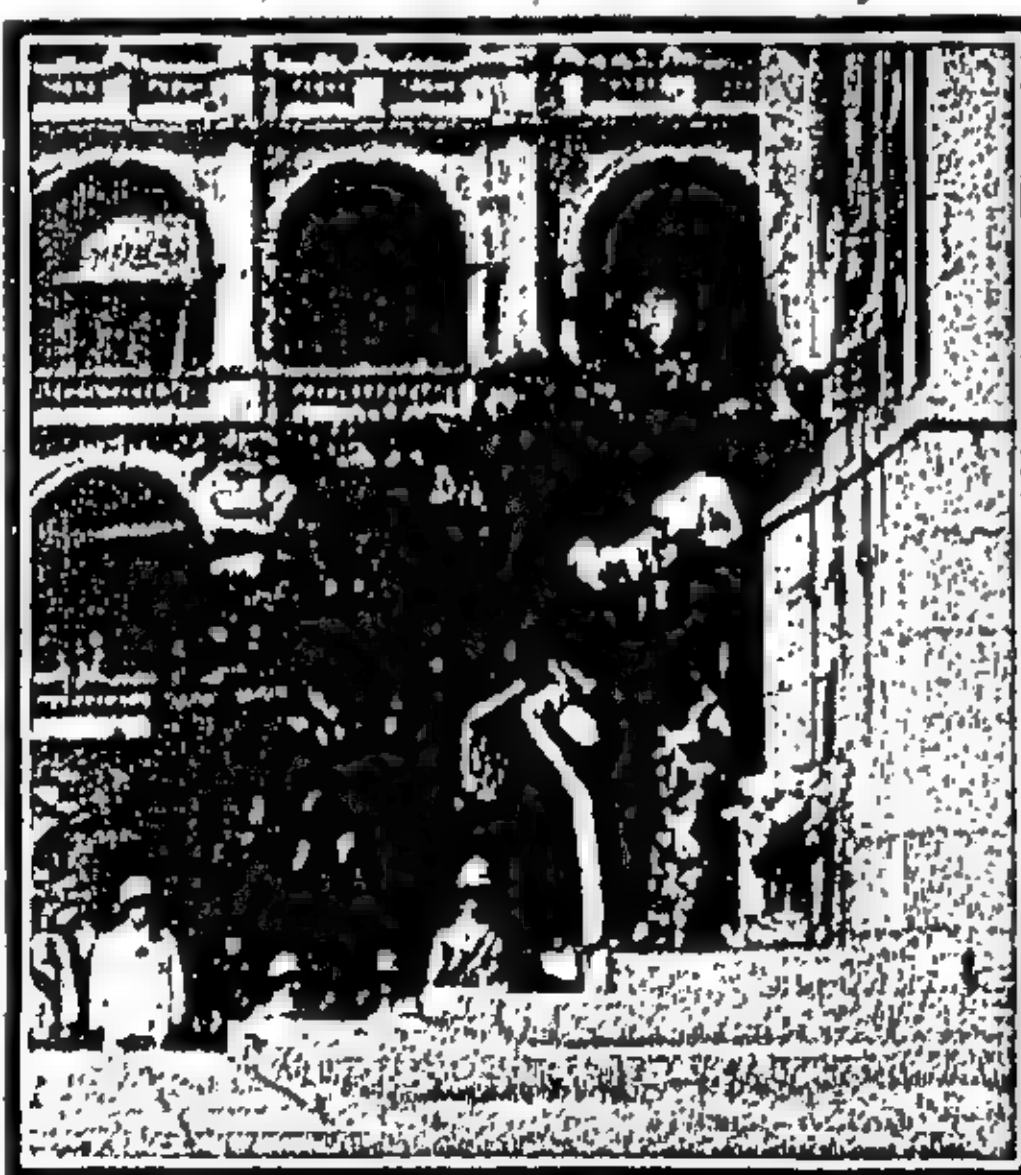
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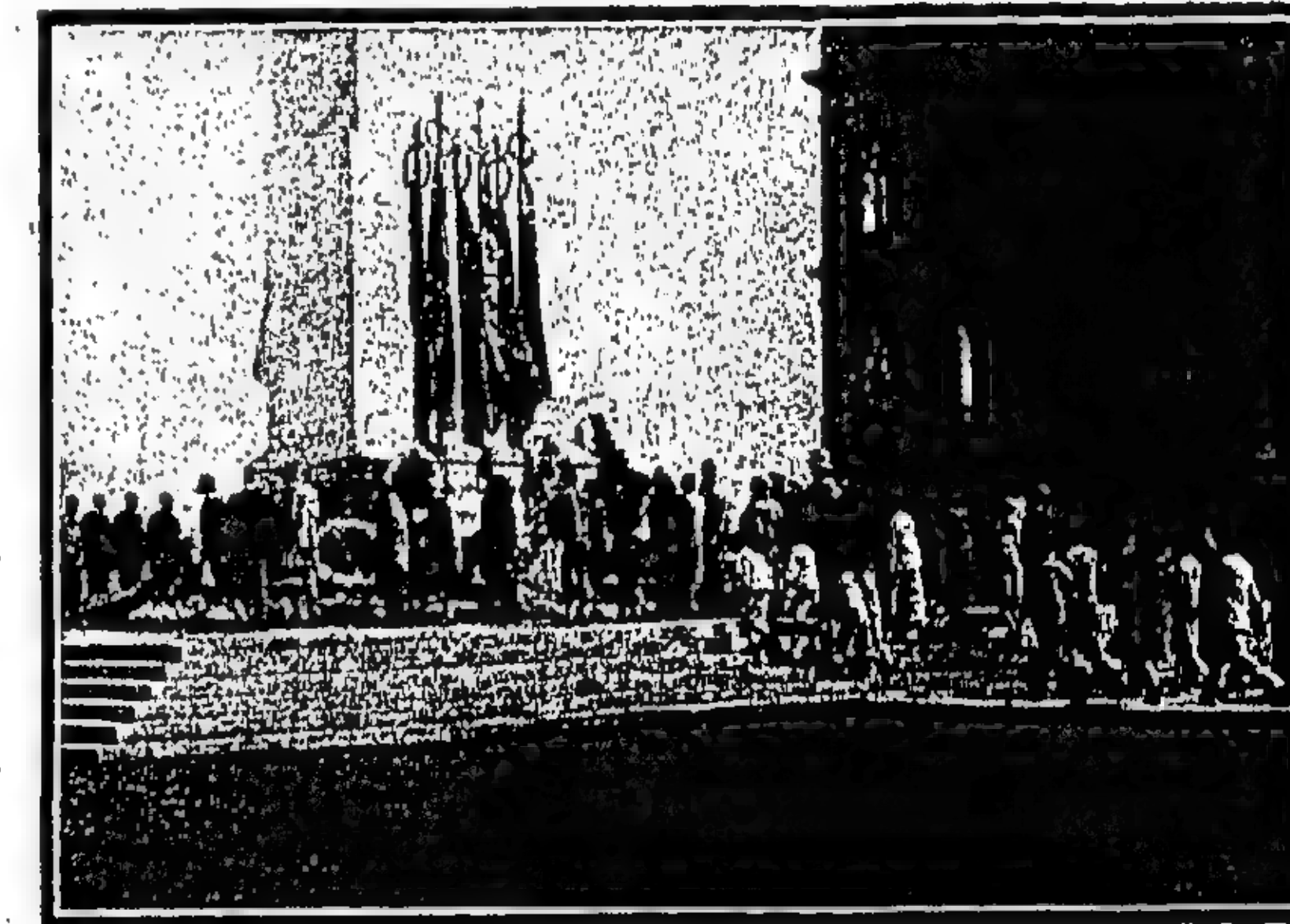
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HONGKONG.



These two photographs show H.E. the Governor at the Cenotaph on Armistice Day. On the left, His Excellency is shown laying a wreath at the base of the monument. (Photos: Mee Cheung).



This picture shows part of the large crowd which visited the Hongkong Cenotaph after the wreaths were laid on Armistice Day. (Photo: Mee Cheung).



H.E. the Governor and Lady Clementi, accompanied by Capt. A. J. L. Whyte, Private Secretary, arriving at St. John's Cathedral for the Armistice Day service. (Photo: Ming Yuen).



Group taken after the wedding of Mr. V. M. Hast and Miss L. M. Collison. The ceremony took place at St. Andrew's Church, Kowloon on Friday of last week.

BRITISH CARS ABROAD.

The Question of Empire Preference.

Sir Robert Horne, in a letter to the Times dated October 8, says:—

Among the changes purposely made for our benefit in the recently amended Australian tariff the new concession to our motor industry, raising the preference on British chassis from 20 to 30 per cent., is a salient example of the value of commercial ties within the Empire; and it is sufficiently important to require from the Government a reconsideration of their attitude to Imperial Preference and, incidentally, to the McKenna Duties. This fresh evidence of warm sentiment and active economic support on the part of the Commonwealth would be impressive in any circumstances; its significance is greatly intensified at the present time, when the main preoccupation of all parties is to obtain employment for our people.

Of all the things which have brought us consolation in the midst of industrial distress, the activity of our automobile industry is the most conspicuous. It is one of the greatest sources of employment in our country today, and, directly and indirectly, gives occupation to a vast number of wage-earners. It has not only tended with most severe competition—both in Britain and overseas—especially from the United States of America, whose manufacturers have the incomparable advantage of prodigious mass production (with proportionate savings in costs) and a highly protected home market, possessing the greatest purchasing power in the world. Nevertheless, British producers have made continuous progress, and, encouraged by the measure of security afforded by the McKenna Duties, have increased both their home and foreign sales year by year.

The British car, however, has hitherto failed to make appreciable progress in unoccupied countries and not least in the British Dominions and Colonies, whose markets are gradually swamped by American cars. I confine myself to the case of Australia, which, in addition to car bodies and tyres and other accessories, purchases nearly £10,000,000 worth of motor chassis, assembled and un-assembled, in a year. Unhappily, Great Britain has, up till now, obtained a very small share of this trade—amounting in this present

year to only a little over 10 per cent. The great bulk of it has gone to the United States, in spite of a preference in import duties of approximately 10 per cent. in our favour.

Most of the features which previously rendered the British car unsuitable for Australian conditions have been altered in the types now made for export, but it is still an almost insuperable task for British builders to produce a car in the cheaper ranges with sufficient power to overcome the steep gradients and rough roads which prevail outside the urban areas in Australia. This lack of power is due to the fact that, in Britain, cars are taxed on their power, and the British engine is accordingly built with the minimum necessary for our excellent British roads. To make a separate model suitable to Australian conditions, greatly increases the builders' costs and prices. America, with no tax on the power of the car, makes the same model for home and foreign markets, and is able, in consequence, to sell a more powerful car at a lower figure.

British producers have striven vainly against this malign handicap, and only by reason of the preference already enjoyed have they succeeded in keeping a precarious hold on the Australian market. Now, as I am authoritatively assured, the recent increase of 10 per cent. in the preference accorded to British cars will make enough difference to enable British builders to construct a separate and more powerful car suitable for the Australian market with cheerful prospects of success. It was for this purpose that it was accorded to them.

But they are in imminent danger of losing the opportunity to develop this profitable and friendly market, with its great present value and ever-increasing promise. Mr. Snowden has made it clear that he desires, as soon as possible, to abolish all the preferences which we give to the produce of the Dominions, and apparently he looks with equanimity upon the loss of the preferences which we at present enjoy from them. If this policy prevails the struggle which our motor car manufacturers maintain, even now, with great difficulty in Dominion markets will become impossible. They will not only fail to improve

their position; they will inevitably lose the great part of the trade they have won, and the country will lose the employment which goes with it. Mr. Thomas has rightly declared that the only real solutions for unemployment are orders for our goods. Is there any valid reason why we should deliberately deprive ourselves of orders which the Government of Australia is helpfully attempting to obtain for us? And is Mr. Thomas to travel the world in search of new opportunities of employment while Mr. Snowden destroys what we have not?

This leads me to the subject of the McKenna Duties on foreign cars. It would be idle to expect Mr. Snowden to agree in principle with duties which he has so often denounced; all that need be urged is that it would be hazardous at the present juncture to interfere with them. Why disturb existing arrangements in an active and progressive industry which is providing so much employment? Who will say with confidence that throwing Britain open to the free competition of American and Continental cars—carefully protected in their own markets—will have no detrimental effect on our position? In our present critical state we cannot afford to run the risk of robbing a single man of a job.

I shall be told that this is asking Ministers to forswear Free Trade. But consider their own recent actions. In order to increase employment in the steel trade Mr. Thomas proposes that our railways should use steel sleepers—to be made solely in Britain. Similarly, the Government favours the re-enactment of the Trade Facilities Act, or an analogous measure. The conditions of that Act require that everything capable of being made here must be ordered here. Further, in connection with the much-advertised programme for giving employment upon road-making, it is a necessary condition that only British materials shall be used. These schemes do egregiously more violence to free trade than an import duty on foreign cars, and without providing nearly so much valuable work.

If employment were being injured in any other industry by reason of the motor car duties the threat of their withdrawal might be understood. But not a single voice has been raised to make any such complaint—or, indeed, any complaint of any kind. Why then create widespread alarm in a vital industry and run the risk of losing work which to-day it is our most poignant purpose to maintain?

In such a situation is it too much to ask the Government for early decisions? The building of large numbers of motor cars

BUILT LIKE A SHIP.

International Tunnel.

ROAD IN SECTIONS.

A novel method of tunnelling is being employed on a new subterranean road between Detroit (U.S.A.) and Windsor (Canada).

The tunnel is being built in 250 ft. sections on a slipway. These are closed at the ends as completed and launched like a ship into the water. They are towed into position and sunk to their places on the river bed, which has been dredged out to receive them.

The sections are built six miles from the tunnel site, and have an inside diameter of 31 ft. Each one is lined with some 4,200 yards of concrete, and the total weight is about 8,000 tons. The builders, Canadian Bridge Company, expect to have all the sections in place before the severe winter sets in.

The completed tunnel will be almost three-quarters of a mile long and half a mile will be under water. The roadway will be 22 ft. wide, with 14 ft. of headroom.

A fine endurance drive was recently put up at Brooklands track by two sisters, Misses Violette and Evelyn Cordery.

Driving an Invicta, in turn, they covered 30,000 miles at an average speed of 60 miles an hour.

The drive was under R.A.C. observation, and was performed in weather that varied from tropical heat to torrential rain.

means a vast ordering of materials far ahead and making innumerable preliminary designs and contrivances for manufacture. How can anybody conduct his business in ignorance of the probable extent and character of his market—how calculate his costs per car or advertise a programme of prices if he does not know whether in a few months he is going to be deprived of the duty that safeguards his market in this country and of the preference which gains him a favourable entry to that of a Dominion? Could anything be worse for trade than such a paralysing uncertainty?

I would fain hope that, in the interest of employment, a favourable announcement may be made without delay. On this dominant question the country would find it difficult to forgive even an innocent blunder, but one that had its origin in mere prejudice would deserve and receive its condign condemnation.

£40 THE LOT.

Car and Garage.

AMERICAN PLAN.

A light car, complete with garage, is the latest offering of an American manufacturer.

The car will be sold at £40, and is to be powered with a four-cylinder, air-cooled engine, with a petrol consumption of 50 miles per gallon. It is a chassisless model, and each wheel is independently sprung by a rubber contrivance, similar to those used on aeroplane undercarriages. A speed of 50 miles an hour is claimed for the little car, and the crate in which it is packed for delivery can be used as a weather-proof garage.

OVERDONE.

Wild Hire Purchase.

BANK'S HARD CURB.

The hire purchase system of buying cars has so great a hold in Uruguay (S. America) that the State Bank has adopted measures to curb it.

The expenditure on motor imports amounts to more than a seventh of the total imports in Uruguay. Cars are usually sold on terms consisting of a small cash payment and the balance in 30 monthly instalments.

The State Bank which hitherto freely discounted such paper has raised the rate to 8 per cent. per annum, and other banks are expected to follow suit.



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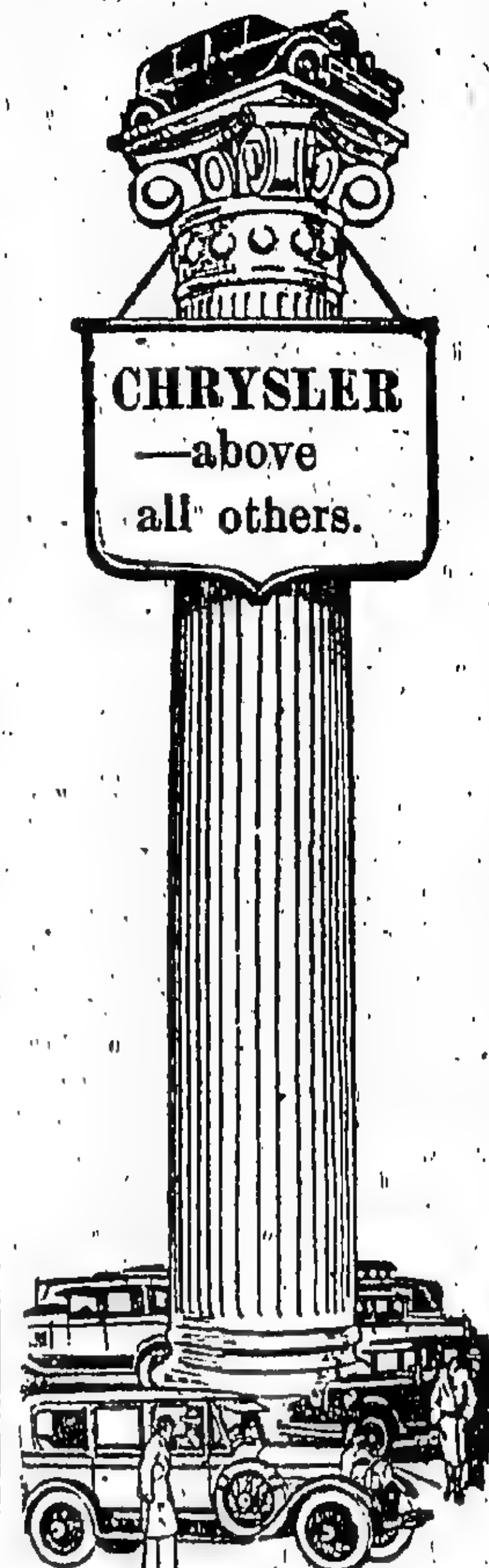
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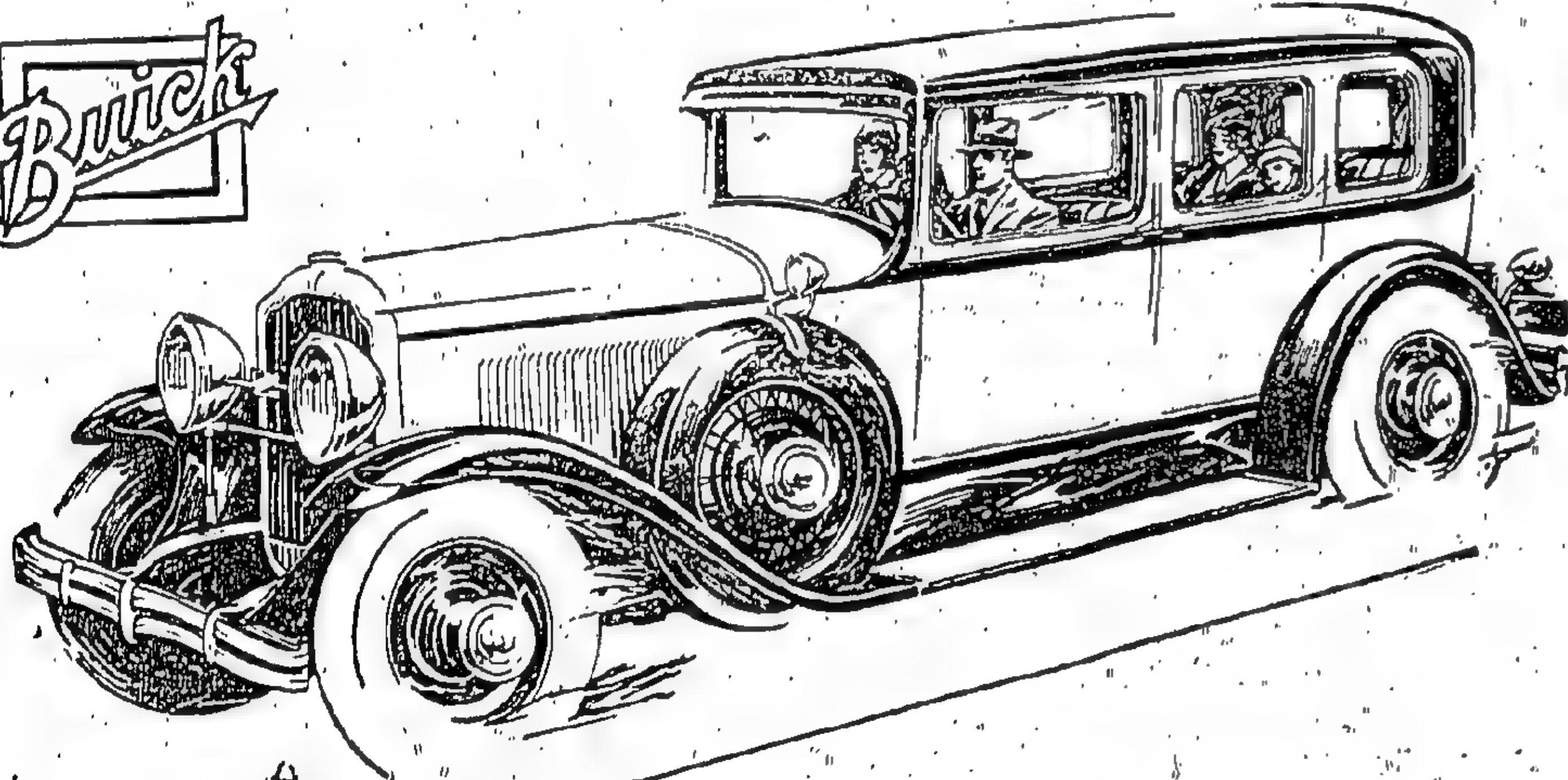
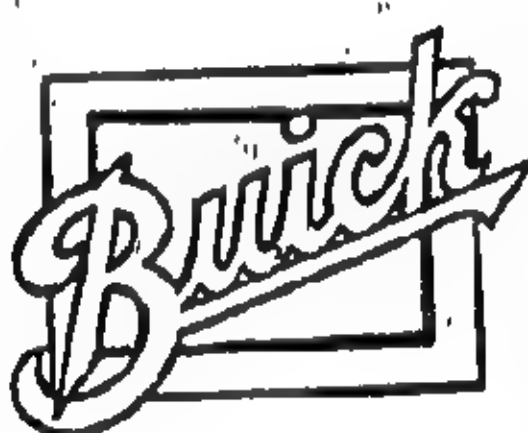


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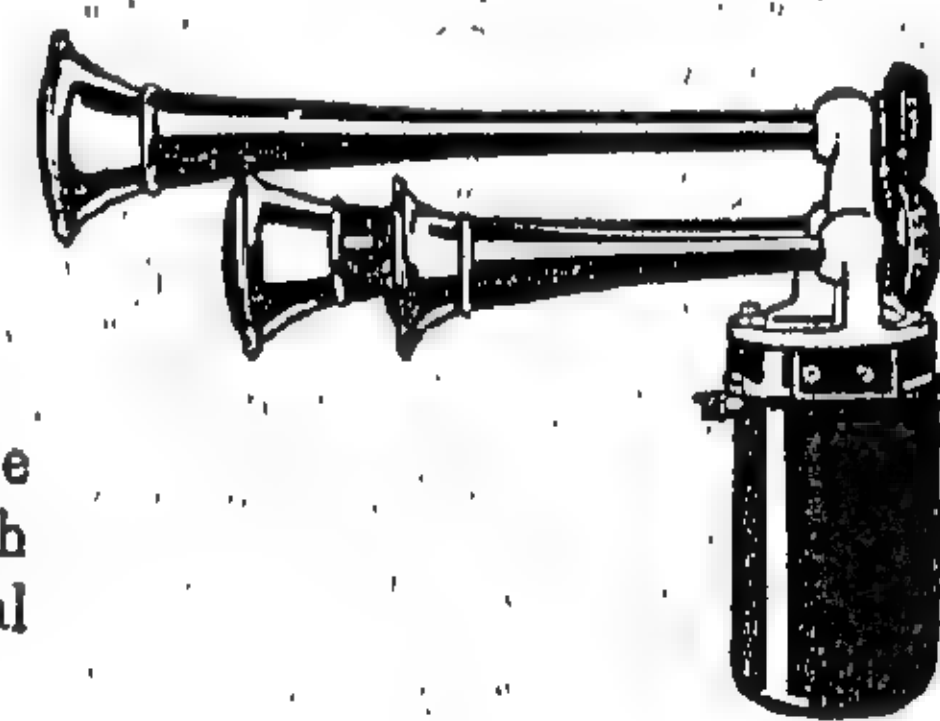
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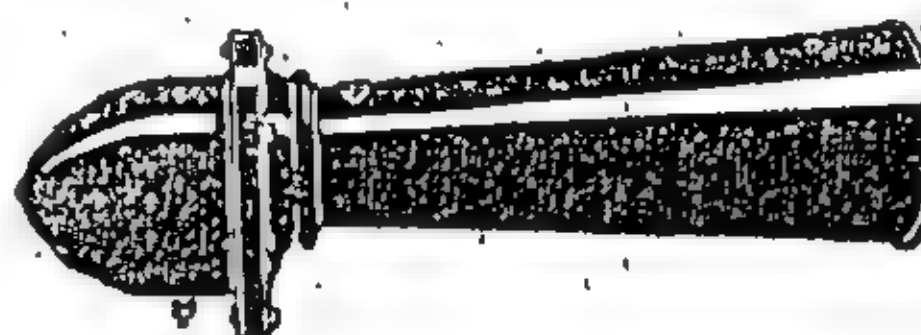
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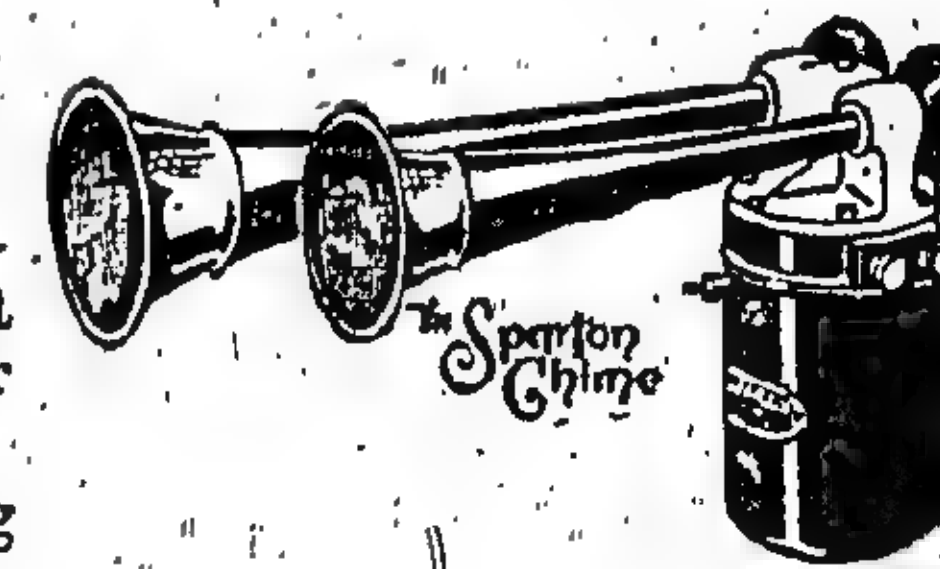
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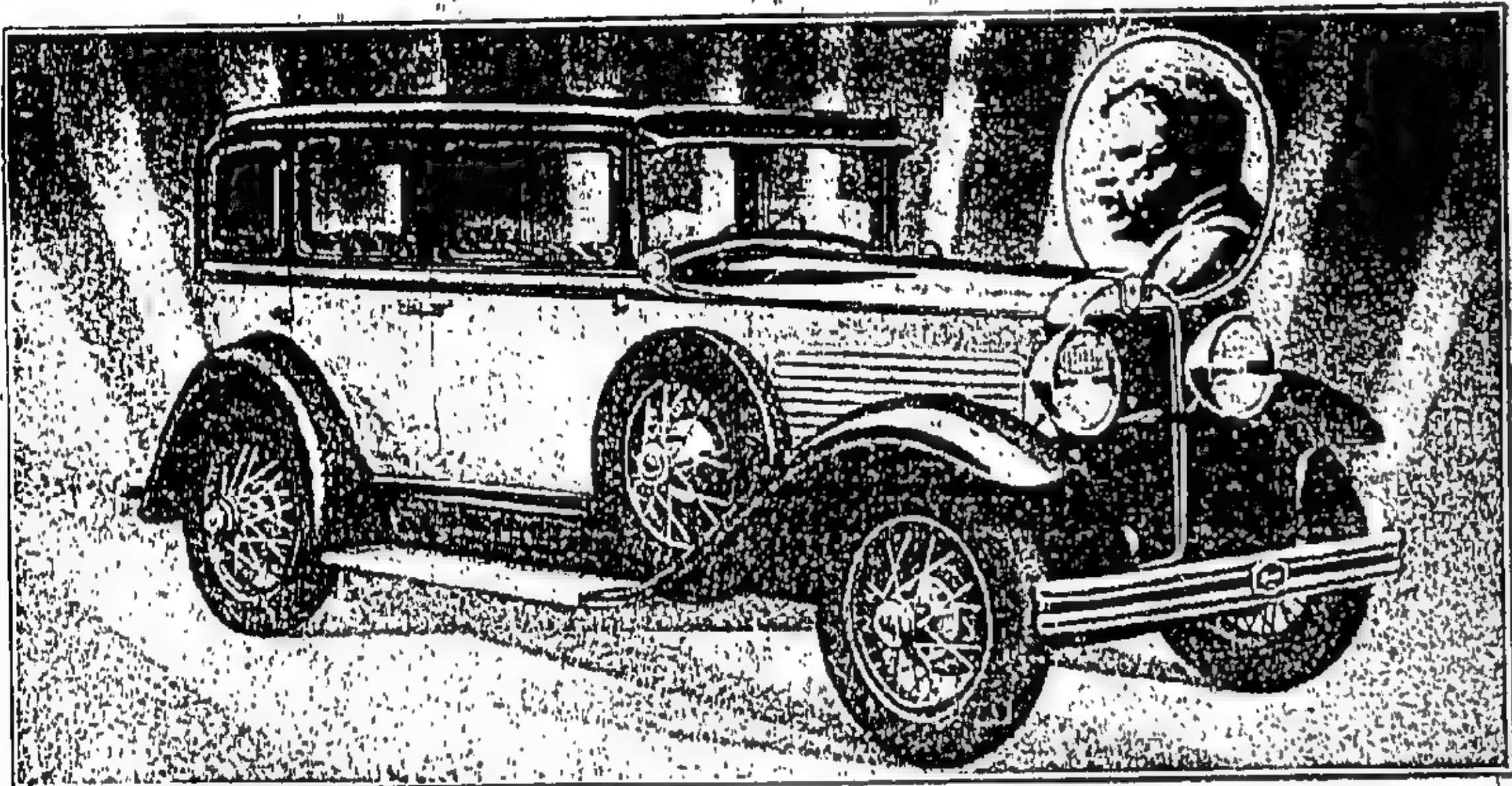
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DEAL DIRECT.

INTERNATIONAL MOTOR CYCLE TRIALS.

A Triumph for British Machines and Riders.

London, Oct. 7.
The eleventh International Six Days' Trial of the Federation Internationale des Clubs Motorcyclistes was one of the truly classic contests in the history of motor cycling sport. Carried out over a route embracing no fewer than five countries, and crossing several of the most famous mountain passes in Europe, this Trial can be characterised as one of the most gruelling events ever organised.

The route chosen was far more severe than that of any similar competition held in Britain could possibly be. There were terrible road surfaces in many places often inches deep in dust; and long tortuous mountain passes with scores of difficult hairpin bends to be negotiated. Added to these difficulties the heat was extreme, and the high speed of 25 m.p.h. coupled with long daily mileages were a heavy strain on both men and machines. To complete the epic nature of the Trial came the high-speed tests over the Swiss Grand Prix circuit at Geneva, which eliminated half the survivors of the preceding five days.

Out of an entry of 172, of which only seven failed to start, the British contingent were the least familiar with the conditions; the continental competitors were "on their own ground," and several foreign countries—notably Sweden, Germany and Holland—had mustered teams and machines of great competence. These facts make the British success in the Trial all the more praiseworthy.

The Six Days' Trial is intended to combine all the road difficulties that may be met with in the course of general touring. The course chosen this year which traversed some of the most difficult country in Germany, Austria, Italy, France and Switzerland, was calculated to put the severest test on the endurance of riders, and the sturdiness and reliability of their mounts.

A system of marking was employed by which certain time checks were made, it being necessary for riders to maintain over nearly the whole of the route an average speed of not less than 25 miles per hour (in certain portions this was slightly lowered). In the final speed trial machines had to be driven for one hour at a certain minimum speed according to class, the excess over this minimum constituting the final differentiation between any national teams which might have even marks up to the time of the speed trial.

On the first day's run many competitors got into difficulties on the severe 1-in-4 gradient of the Eitlerberg, and at one time there were 28 machines stuck simultaneously in the rough, boulder-strewn road. During the second day's stretch from Partekirchen to Feldkirch in Austria, some of the competitors had their first taste of Alpine conditions, having to drive for some five miles along a blind, twisting rock shelf with often a sheer drop into a gorge a thousand or more feet below. The third day competitors had to climb the famous Klausen Pass, 6,000 ft. high at its summit, with numerous hairpin bends and 28 miles of continuous ascent. None of the riders, except one or two Continental entries, suffered from overheated engines. The day's run of 20 miles ended at Pallanza in Italy. On the Thursday most of the route lay over Italian roads, thick in dust and containing innumerable pot-holes, the sun being at its fiercest, and there was a severe climb of fifteen miles along an eight-foot shelf, with one of the worst road surfaces so far encountered.

The stop for the night was arranged at Montier, in France, 210 miles having been covered in all. On the fifth day the riders found the course more trying than difficult, as although there were no severe or difficult climbs, the road surface was very bad indeed, and constituted a veritable ordeal for competitors tired out by the previous day's experiences, and for their battered machines. The day's run of about 180 miles terminated at Chamonix.

The following morning, a distance of 80 miles was completed, including three "cois" the descent of the Col de la Forclaz, five miles long with many extraordinary sharp and narrow turns, being a breathless adventure for side-car passengers in particular, as precipices were largely unimpeded!

With a short run of 40 miles from Ouchy after lunch the Trial was ended, except for the strenuous one-hour speed test on a road encircling Coentrin aerodrome. This was productive of many thrills, as the course chosen was a very tortuous one, made all the more difficult and hazardous by the system of massed starts being used. There were one or two accidents, fortunately not serious.

Almost to the end of the Trial the issue was in doubt. The British teams were closely pressed throughout. But at last it was clear that both the coveted trophies had been won by Great Britain; the International Trophy, for which a German, Swedish and Swiss team were also contending, falling to the British entry with a loss of only one mark. None of the other teams finished intact. The British team consisted of—

G. R. Butcher (499 Rudge whitworth),

G. E. Rowley (348 A.J.S.),

F. W. Neill (498 Matchless).

The International Silver Vase was also won by British riders, the victory being a sweeping one, for while the No. 1 team (consisting of L. A. Welch (488 Royal Enfield), A. K. Edwards (346 Lewis), and H. S. Perrey (497 Ariel), lost no marks at all, the runners-up, the French team, lost no fewer than 24. Only four of the 16 "Vase" teams completed the course. The second British team, composed of ladies, unfortunately lost one member through a collision, and was not among the four.

In addition to winning the Trophy and Silver Vase, no less than 25 gold medals were gained by British riders (which was over two-thirds of the total number of medals awarded).

The riding of the English women throughout the Trial aroused the admiration of all spectators. They "carried on" under very difficult circumstances, and showed that both in endurance and driving skill they were by no means inferior to the male riders. In spite of having more than their fair share of misfortune, they succeeded in gaining 1 gold medal and 5 silver medals for individual performances.

The event aroused the greatest interest at all the important centres along the route. Undoubtedly the Trial proved valuable propaganda in favour of the motor cycle as a marvellously adaptable and sturdy means of transport. Every machine which reached the finish bore signs of having come through an ordeal of the greatest severity—akin to several years' normal usage in the hands of an average rider, and the International Six Days Trial of 1929 will long be remembered as a triumph for British motor cycles and British competitors.

"FLATAVANS."

Unique Motor Vehicle.

HOME ON WHEELS.

To the long list of unique motor vehicles which have been built on the various types of Thornycroft chassis, one of the most recent was described in the Times of September 5th, and is quite one of the most interesting.

It was a supercaravan designed by Mr. Melville Hart, a well-known Naval Architect, who has become quite famous for his "flatavans" as he calls these caravan types of vehicles he has made his particular speciality.

For this latest example he selected the Thornycroft rigid six-wheeled type "A4" six-cylinder chassis, which is eminently suitable for caravanning by reason of its capabilities for travelling across country. The vehicle is thus able to leave the road and allow its owner to seek the real solitude of natural surroundings, away from all the traffic such as to make an irresistible appeal to the true camper and yet provide him with all the home comforts of a beautifully equipped caravan.

The body of this unique "flatavan" is approximately 20 ft. long

by 7½ ft. wide divided into four compartments comprising a driving compartment, the seat being convertible to an emergency bed, the saloon containing two large settee berths convertible into four sleeping bunks at the rear of which is an enclosed lavatory with shower bath, pantry with gas stove, refrigerator, etc., leading to a rear platform with overhead awning and side curtains which latter provide a spacious open air lounge that can be dismantled and the hinged platform folded against the rear wall of the body when travelling.

The whole of the interior of this wonderful Thornycroft caravan is of dull polished oak, all metal fittings being chromium finished; the indispensable home atmosphere being provided by the cheerful combination of colourings of the upholstery, window curtains, electric lamp shades and floor coverings.

Caravanning by means of trailer attachment to private motor cars is a form of holiday that is gaining many adherents every year, but there are far more possibilities for such a vehicle as described, particularly in overseas countries where its owner could live comfortably for long periods and travel wherever he wished.

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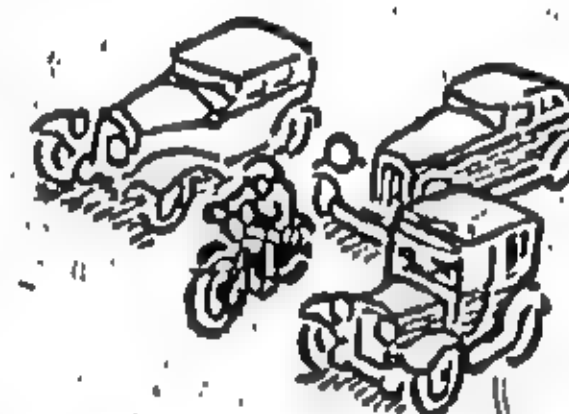
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Colonel Charles A. Lindbergh has proved himself to be almost as much at home at great speed on the ground as he is in the air. Driving a Packard stock car at 112 miles an hour, he showed an aptitude that should make him one of the greatest racing drivers if he were to take up this form of sport. Colonel Lindbergh's face was wreathed in smiles as he stepped from his car after completing a half-dozen or more laps at top speed on the concrete track of the Packard proving ground, near Detroit. It was the fastest he had ever ridden on the ground.

He was personally clocked by Mr. Alvan Macauley, president of the Packard Motor Car Co., and showed that he could travel at tremendous speeds with the utmost safety while he was at the wheel and the control. According to Mr. C. H. Vincent, who rode with him, Colonel Lindbergh is just as good as any of Packard's expert drivers. With a little more track experience and greater familiarity with racing practice, Colonel Lindbergh would be qualified to compete in any automobile racing contest.

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MOTORIST

ALBERT L. CLOUGH

SLOW LEAKS IN TYRES.

The gradual escape of air from a tyre and its premature deflation is always a nuisance, as it entails inordinately frequent visits to a "free air" station or recourse to the pumping equipment of the car. Running balloon tyres in an over-soft condition is even more rapidly destructive to them than to tyres of the more rugged high pressure type. When one tyre "goes down" faster than the others, the most likely presumption is that its valve leaks. Turn the wheel until its valve stem is at its uppermost position, remove the valve cap and immerse the stem in a tumbler full of water. If bubbles escape from the valve stem, the valve leaks. Possibly by screwing in the valve-inside or plunger more tightly, with the slotted end of the cap, the leak may be stopped, but if not, screw out the plunger, wet the packing and replace it. If this does not prevent leakage, replace the old valve inside with a new one, testing "it for tightness." Occasionally a valve stem has a defective seat and no plunger will fit air-tight in it. In this case have a tyre repairman resin out the seat or have a new stem put into the tube. In case the valve tests "tight," the tube itself leaks, and should be removed and tested for air bubbles under water, after it has been lightly inflated. Note how the tube lay in the casing, so that when the leak has been found its position therein can be identified and examined to see if there is an inside fabric break at this point, which has pinched the tube or a nail or other sharp object, just protruding through the casing, that has made a minute puncture in the tube. Occasionally a tube is found to leak slowly where the valve stem is inserted in it.

Question—Number one cylinder of my four-cylinder engine does not fire at all when running idle or when the car is moving slowly on the level, but it fires all right when I give it considerable gas.

Why is this and how can it be corrected?

Answer: Somehow or other this cylinder does not get an ignitable charge when the engine is throttled down. If this has always been the case, faulty intake-manifold design may be the cause, but if it is something that has developed during your use of the engine it is the result of lack of gas tightness of this cylinder or air leakage into it from the outside. If its valves seat imperfectly or its piston-rings fail to hold compression or if its inlet-valve stem is loose in its guide, its intake-manifold connexion is leaky or its head gasket is not tight its missing at low throttle is not at all strange.

Question—I have been having so much trouble from punctures and stone bruises in the rear tyres of my car that I should like to replace them with the next larger size that will fit my rims but do not feel like buying new larger tyres for the front wheels as well just now. Would it be practicable to carry the small tyres, discarded from the rear wheels, for spares to take the place of both of the sizes used. Would it do any harm to run with tyres of different sizes on the rear wheels, in case of tyre trouble. Some say that it will injure the differential.

Answer: The regular equipment of this car is 30x4.75 inch balloon tyres, and we presume you intend to adopt the 31x5.25 inch size on the rear wheels. It will be perfectly practicable to use the two cut-off tyres for all round spares, at least until you fit the front wheels with the larger tyres. Temporary use of slightly different tire diameters, on the rear wheels, will have no appreciable effect upon the differential.

Question—The crankshaft of my engine has too much end-play. How can this be taken up and is it necessary to pull the engine down to do this job?

Answer: The amount of end-play is regulated by the clearance at

AIR SAFETY.

Dead Engine Tests.

TWO WERE ENOUGH.

An air test with a view to safety first was recently carried out in England on an Argosy aeroplane delivered to Imperial Airways.

When the test was made there was little wind, but the weather was hot, and the air somewhat bumpy.

The plane left the ground in 11 seconds, and climbed to a height of between 2000 and 3000 feet, when each of the Armstrong-Siddeley engines was switched off in turn for a period of 10 minutes, and the aeroplane was flown on the remaining two units.

It was found that a height of over 200 feet could be maintained with any one engine stopped, while flying at an air speed of between 75 and 80 miles per hour.

With the two wing engines running the performance was a little better, the machine climbing steadily, with the centre engine stopped.

The behaviour of the engine switched off was interesting, for it was found that the airscrew continued to turn the engine at a very low speed for about five minutes when it stopped. To start the engine again, the aeroplane was speeded up to about 100 miles an hour by diving slightly.

Newest type 460-510 h.p. Jaguar engines, with reduction gear, were used, and one engine had flown more than 450 hours without overhaul.

lowed between the bronze flange on the centre main bearing and the cheeks of the crankshaft. It should be about 0.005 inch. We believe that you cannot do anything to the upper half of this centre bearing, without pulling the engine down, but you ought to be able to adjust this end-play by the use of a new bearing cap, with its flange adjusted for the right clearance with the crankshaft cheeks, which operation can be performed after merely letting down the oil-pan.

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Employer's Accident Liability.

BY A BARRISTER.

It is a commonplace to say "that accidents will happen," when they do it is the lawyer's job to find out what rights and liabilities arise out of them. There must to-day be thousands of commercial travellers on the road driving cars, and it is the purpose of these notes briefly to examine the liability of an employer to a commercial traveller or his dependents, should the traveller be killed or injured when driving on business a car provided by his employer.

The Workmen's Compensation Act, 1924, provides for payments being made in certain cases to a workman injured by accident arising out of and in the course of his employment, but it is provided that no liability shall fall on the employer in respect of injury caused by the employee's serious and wilful misconduct, unless it results in death or serious and permanent disablement, while the maximum amount payable in fatal cases is £500.

Exclusions.

Any person employed otherwise than by way of manual labour whose remuneration exceeds £350 a year is excluded from the Act, or, in other words, no one whose remuneration exceeds £350 a year (it will be noticed that the Act does not say "is paid at the rate of £350 a year," but this does not imply that a full year's work for over £350 is necessary) can claim the benefit of the Act unless they are "employed by way of manual labour." To many, it might seem obvious that a commercial traveller is not so employed, but it was held in 1907 by the Court that a bus driver who had to do running repairs (doubtless a no infrequent necessity in those days) was "engaged in manual labour" within the meaning of another Act. On the other hand a driver of a horse tram is not a manual labourer and in the writer's opinion a commercial traveller who drives a car, and is above the £350 a year limit, would not to-day be held to be "employed by way of manual labour," and such a person therefore would get no protection from the Workmen's Compensation Act, 1925.

But though he is outside that Act, it does not necessarily follow that an employee and his dependents can have no claim against the employer. At common law (that is, apart from Acts of Parliament) it is the duty of an employer to see that his business is properly controlled—and one of the corollaries of this is that proper machinery must be provided. Thus, an accident proved to be due to defective steering gear might involve an employer in liability at common law. The Employer's Liability Act, 1880, has modified the common law, but it will be seen that only a very small percentage of road accidents are likely to come within the scope of the common law.

Not for Commercial. It is, then, on the whole subject to the qualifications indicated above, a reasonably accurate statement to say that a commercial traveller making over £350 a year gets no protection from the law either for himself or his family if he is injured in a motor accident, and in view of the ever-increasing toll of the road every prudent person so employed might well consider the advisability of taking out a personal accident policy.

POOR VISIBILITY.

Coachwork Which Spells Danger.

"BLIND" DRIVING.

The time has come to utter a word of warning on the subject of a tendency in motor car coachwork that has already reached the dangerous stage. In the olden days, when cars were novelties and those who drove them adventurers on uncharted seas, the seating accommodation was such that one sat on—not in—the body. Exposed to every wind that blew the stalwarts endured hardships, that the modern spoiled child of progress would not tolerate for a moment.

But the pioneers had one great advantage: they enjoyed a practically unrestricted view, not only of the road ahead, but also of their own front mudguards. In those days the ability to see at a glance the precise location in space of the near front wing was not so important as it is at the present time for a quarter of a century ago the roads, to all intents and purposes, were deserted, and one might travel on them for miles at a stretch without seeing any vehicles except an occasional farm cart and the butcher's baker's boy behaving with a pony much as he usually behaves to-day with his light motor van.

Sheltering in Our Dug-Outs!

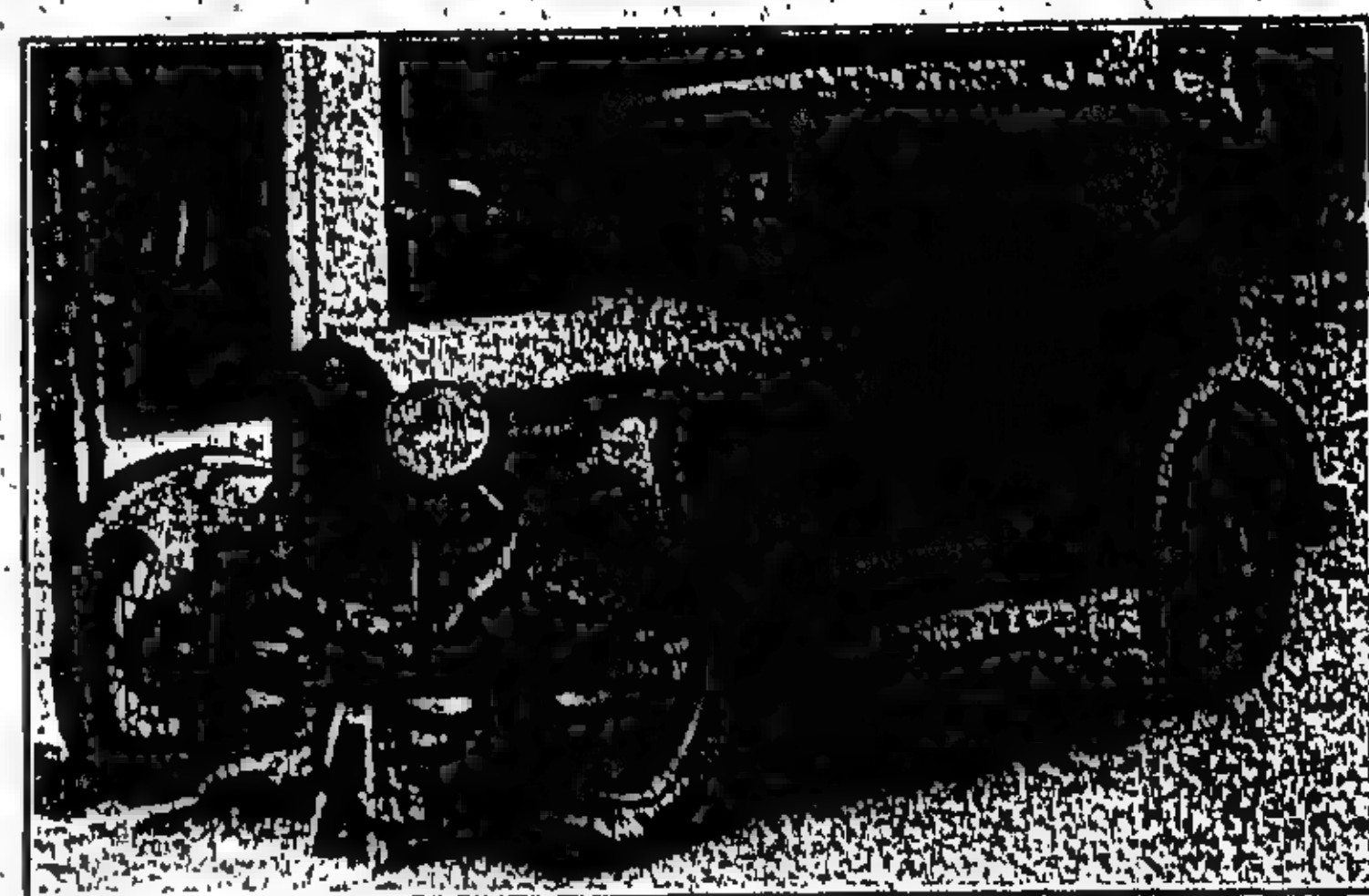
Then, as motor cars began to come into general use, a cry arose for protection from the elements, and inch by inch we sank down into the body, and so the body sides grew ever higher and higher about the range of view became restricted. No longer did we look almost perpendicularly down on to the road beyond the end of a short, squat bonnet. Engines lengthened and bonnets naturally followed suit; and as the radiator, receded into the distance it grew in height; the tons of the front wings changed their position horizontally with the radiator, and this process has gone on until to-day we are often sitting so low in the body, and the scuttle and bonnet top are so high, that we cannot without craning our necks upwards and sideways see our front mudguards at all.

Now this is by no manner of means as it should be. In present traffic conditions, far from having the roads to ourselves, we are forced to share them with hordes of other cars, many of which are driven by persons of but scanty experience. In such circumstances an ability to see easily precisely what is going on around us, and exactly where our own wings are in relation to those of other cars is highly desirable. We may, ourselves, be not over-skilful—at any rate, we may find great difficulty in estimating to a matter of six inches or so where is the outside edge of our near front guard, when that guard cannot be seen save by an acrobatic performance which distracts our attention from other important duties.

Even the experienced motorist is not always too happy when he is thus driving blind in a crowded thoroughfare; what the discomfort must be to a novice those of us who served our apprenticeship at the wheel many years ago can but guess. That it must be acute is obvious, and that it contributes in no small degree to the minor collisions which occur with such lamentable frequency is unquestionable.

Moderation the Solution. The problem is in reality not difficult to solve. The trouble is due principally to the all-too-common

SHATTER-PROOF WINDSHIELD.



"A Godsend" this driver called it. The efficacy of the new Ford shatter-proof windshield. Should it ever become necessary to turn into a telegraph pole to avoid the possibility of a worse crash, it is just as well to have the protection of a windshield that will not shatter. Cases have been reported where these windshields have deflected bullets, although they are not represented by the Ford Motor Company as being bullet-proof.

mistake of overdoing something which, done in moderation, would be good. The old seating arrangements were ridiculous; they could be improved by alteration along certain well-defined lines. Those lines were followed until we "ran off the rail." The carrying of fashion to extremes in this case, as in so many others, has been our undoing. We must now go back a few steps on the road that leads to complete sanity, and the body-builders must help.

The NEW 6-PLY Silvertown Tyre

Balloon That Gives More Miles and BETTER SERVICE

extra heavy

ALL SIZES IN STOCK
Next time—TRY GOODRICH!

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WINNER

RACE after race—in speed trials and test runs—the new Johnson Sea Horse is a consistent winner. New records are being made all over the country by the Sea Horse.

These consistent victories prove that Johnson speed-power and dependability are inherent. Together with the new Release Charger—providing certainty and ease of automobile starting—the New Underwater Exhaust—bringing quiet operation—and many other Johnson improvements. Let us take you for a ride with a Sea Horse.

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THE SUPER MORRIS

THE ISIS SIX

Important technical features:
18 h.p. (R.A.C.) engine, with crankshaft balanced both statically and dynamically.
To over 60 on top.
Overhead valves with overhead, anti-knock head.
Light, non-rick steering.
Triple glass.
Body low-hung, but with ample clearance.
Over 20 m.p.g.

£378

THE HONG KONG HOTEL GARAGE
25 Queen's Road Central Tel. Central 4759.

PRODUCT OF MORRIS MOTORS (1926) LTD.

THE INEVITABLE PARODY.

If you can drive a car and keep her moving
From day to day without a minor smash,
Thus, average-hunter's prophecies disproving
That soon or late you'll surely have a crash.

If you can hold your course when, all about you,
Mug drivers do the things they shouldn't do,
And though the people in your car may doubt you,
Still keep your head and take her safely through.

If you can dodge jay walkers without cursing,
And treat them just as though they own the road,
While harsh rebukes within your mind you're nursing,
You hold your tongue though to explode.

If you can pick up horse-shoes in your tyres,
When miles away from home without a spare,
Got out the patches, spanners, levers, pliers,
And jack her up and mend them then and there.

If you can then hop in the bus and start her,
Not curse the poor old horse that dropped the shoe,
Nor think bad luck has made of you a martyr,
But just admit the blame is all on you.

If out upon the road while you are speeding,
You come on other folks' in need of aid,

You stop and proffer help they're badly needing,
With not a vagrant thought of being paid.

If you can drive from year to year and never
Be charged with breaking any traffic laws:
Pacate the traffic cops with manner clever,
And do not need a lawyer's learned saws.

If you can strike a road that's smooth and level,
Which has a view extending miles ahead,
And not stop hard and drive her like the devil,
But hold her at a steady gait instead.

If you should find your radiator boiling
(A possibility you'd thought absurd)
While up a mountain side in first you're toiling,
You stop and let her cool without a word.

If you should have the motor pulling badly,
While baby cars pass by in dashing style,
(Their drivers grinning, as they will do, surely)
You beckon them to pass—you with a smile.

If you can do all that is herein stated—
Things that by mortal have not yet been done—
Above all motorists you will be rated,
And, what is more, you've dreamt it all, my son.

(Sydney Sun).

"THE BLUE MOON."**New Type of Motor Craft.****SPEED OF 30 KNOTS.**

Such was the intriguing title given to the Thornycroft motor boat by the Marquis de Casa Maury, wife of the well-known managing director of Bentley Motors, Ltd.

The Blue Moon represents a quite new type of craft which Messrs. John I. Thornycroft & Co.,

Ltd., have designed and constructed for extended cruises. Although only 38 ft. long and housing a Thornycroft six-cylinder 140 h.p. engine, giving a speed of 30 knots, yet the boat provides most generous accommodation, including a very roomy saloon aft of the driving cockpit, with adjoining lavatory, pantry and cupboard accommodation for lengthy runs.

The Marquis de Casa Maury took delivery of the boat in time for Cowes Week, and it was subsequently his intention to cruise to the Mediterranean, where Blue Moon should be a notable addition to the already large number of Thornycroft and other luxury type of motor craft to be seen in those cosmopolitan waters.

MORRIS

Cars 1930

HONGKONG DELIVERED PRICES.

MORRIS MINOR (42" Track)

R.A.C. Horse-Power Rating 8.1.
Brake Horse-Power 28 at 3,200 Revolutions.
Piston Displacement 617 Cubic Inch. Wheel-Base 18 Inches.
Speed 45 M.P.H.

Model	Net Weight	P. D. B. Price	Extras	Packing Delivered	Hongkong Price
Tourer	4-pass. 1,232 lbs.	£130	£3	£17	£150
Saloon (Folding)	4-pass. 1,288 lbs.	140	5	20	165
Saloon (Metal)	4-pass. 1,350 lbs.	149	5	21	175

Hongkong Price includes Triplex Glass, Spare Wheel, Tire and Tube, Bumpers and Extra Hand Horn.

MORRIS-COWLEY (48" Track)

R.A.C. Horse-Power Rating 11.9.
Brake Horse-Power 32 at 3,200 Revolutions.
Piston Displacement 948 Cubic Inch. Wheel-Base 19 1/2 Inches.
Speed 50 M.P.H.

Model	Net Weight	P. D. B. Price	Extras	Packing Delivered	Hongkong Price
Roadster	4-pass. 2,128 lbs.	£165	£3	£24	£192
Tourer	4-pass. 2,184 lbs.	180	3	27	210
Coupe	4-pass. 2,212 lbs.	185	5	30	220
Saloon	4-pass. 2,268 lbs.	195	5	30	230
Saloon (Folding Head)	4-pass. 2,350 lbs.	200	5	30	235

Hongkong Price includes Triplex Glass, Spare Wheel, Tire and Tube, Bumpers and Extra Hand Horn.

MORRIS-COWLEY (56" Track)

R.A.C. Horse-Power Rating 13.9.
Brake Horse-Power 38 at 3,200 Revolutions.
Piston Displacement 1,019 Cubic Inch. Wheel-Base 19 1/2 Inches.
Speed 55 M.P.H.

Model	Net Weight	P. D. B. Price	Extras	Packing Delivered	Hongkong Price
Tourer	5-pass. 2,240 lbs.	£190	£3	£27	£220
Sedan	5-pass. 2,352 lbs.	205	5	30	240

Hongkong Price includes Triplex Glass, Spare Wheel, Tire and Tube, Bumpers and Extra Hand Horn.

MORRIS-OXFORD SIX

R.A.C. Horse-Power Rating 15.
Brake Horse-Power 39 at 3,200 Revolutions.
Piston Displacement 1,183 Cubic Inch. Wheel-Base 11 1/4 Inches.
Speed 60 M.P.H.

Model	Net Weight	P. D. B. Price	Extras	Packing Delivered	Hongkong Price
Tourer	5-pass. 3,050 lbs.	£275	£3	£10	£310
Saloon Fabric	5-pass. 3,208 lbs.	285	5	35	325
Coupe	4-pass. 3,236 lbs.	295	5	35	335
Saloon (FH)	5-pass. 3,250 lbs.	300	5	35	340

Hongkong Price includes Triplex Glass, Leather Upholstery, Spare Wheel, Tire and Tube, Bumpers, Extra Hand Horn.

MORRIS ISIS SIX

R.A.C. Horse-Power Rating 18.
Brake Horse-Power 49 at 3,200 Revolutions.
Piston Displacement 1,506 Cubic Inch. Wheel-Base 11 1/4 Inches.
Speed 65 M.P.H.

Model	Net Weight	P. D. B. Price	Extras	Packing Delivered	Hongkong Price
Tourer	5-pass. 3,250 lbs.	£375	£3	£40	£420
Saloon	5-pass. 3,315 lbs.	385	5	45	435
Coupe	5-pass. 3,380 lbs.	400	5	45	450

Hongkong Price includes Triplex Glass, Leather Upholstery, Spare Wheel, Tire and Tube, Bumpers, Extra Hand Horn.

Equipment and Price subject to change without notice.

BEFORE YOU PURCHASE ANY CAR INVESTIGATE THE DEALERS' SERVICE AND INSPECT STOCKS OF PARTS CARRIED—COMPARE MORRIS VALUES AND ASK US FOR A DEMONSTRATION.



THE HONG KONG HOTEL GARAGE
25 Queen's Road Central Tel. Central 4759.

FOR THE MODERN NURSERY.

Little Boy Blue, come blow up your horn.
The traffic is jammed and a woman forlorn,
Is wrestling with gears and attempting to start.
A musical Klaxon brings joy to her heart,
And dozens of others will follow your toot.
Go on. Make a noise. But it won't help one hoot.

Twinkle, twinkle, little star,
Full of sparks and glare you are,
Focussed wrongly, light too high,
Blinding every driver's eye.
Little Miss Muffet, sat at a buffet,
Languishing over her drink,
While P. C. M'Bride was waiting outside,
To carry her off to clink.
Because she had parked in a spot well-marked,
Where no car should ever be—
But she gave him a smile that

dissolved his bile.
And fluttered away, scot free.
Little Bo-Peep, she lost her sheep—
I'll tell her where to find them,
Ambling and straggling 'cross every street,
Gazing around behind them,
Bouncing off mudguards and bumper-bars,
Searching for stars or buttons.
Bo-Peep! Please remember there now are cars,
Do come and collect your muttons.
Tom, Tom the Swiver's son,
Stole a car and made it run.
The car was found
And Tom was bound
And placed in a dungeon underground.
Blithely, he told the court,
This was only youthful sport
"A joy-ride"—dashed
(The car was smashed)
But Tom went free and unabashed.

OLYMPIA SHOW.

The British Motor Industry.

MAKING HEADWAY.

The Annual Motor Show at Olympia always creates world-wide interest, for everyone is attracted by the developments constantly taking place in Motor Transport. Apart from the fact that the Show is international in character, and that there is displayed all the latest wonders of the automobile factories of the important car producing countries of the world, considerable interest naturally centres round the exhibits of British manufacturers in view of their efforts to secure a pre-eminent position in the world's motor markets.

That considerable progress has been made in this direction is clearly evident. From January to the end of August the exports of British cars, chassis, commercial vehicles, and parts exceeded £7,000,000, representing an increase over the corresponding period last year of over £1,600,000.

British motor manufacturers are engaged on driving their successes still further and special models designed for overseas conditions are being produced.

ACROSS CONTINENT.

Marquette Averages 40 Miles Per Hour.

NO TROUBLE.

From the Atlantic to the Pacific, from Canada to Mexico, with a driving average of 40 miles an hour, Ray E. Schafer has the distinction of being the first motorist to drive one of the new Marquettes across the American Continent.

Starting at Atlantic City, Mr. Schafer touched Canada at Windsor and Mexico at Tia Juana and arrived at his Santa Monica, California, home with 3,540 miles covered in 88.55 driving hours.

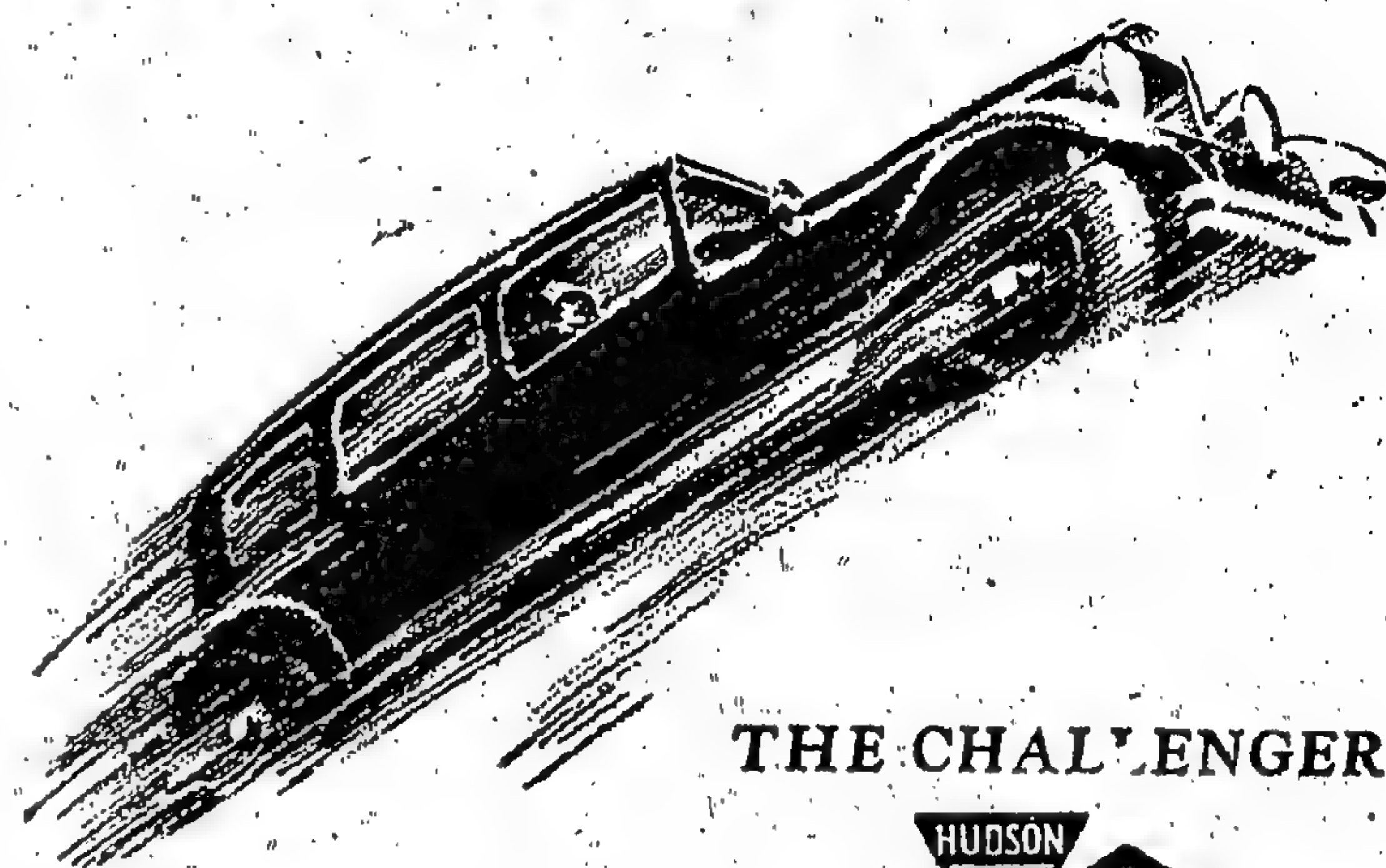
"Despite the high average speed maintained, not one mechanical adjustment was necessary on the entire trip," Mr. Schafer declares and he feels "certain he could retrace the route just as fast without one moment's car trouble."

"Accompanied by my wife, we went to the Buick Motor Company factory at Flint, Michigan, to receive delivery of a new Marquette sedan on an order we placed through the Santa Monica dealers," he said. Mrs. Schafer and I then drove leisurely to Niagara Falls, Toronto, down through New York and southward into Maryland and Virginia, then back to Atlantic City. When we were ready to start home the speedometer showed 1,470 miles.

"We made no special mechanical preparations of any character. In fact, there never has been even a nut tightened or valve adjusted."

"On the first day, we drove to Detroit from Atlantic City. I believe that this mileage will show that the Marquette has comfort and excellent riding qualities, as well as speed and endurance. The next day I took the car across to Windsor, Canada. That evening we were in Geneva, Illinois, 390 miles nearer Santa Monica."

"We kept a careful log of the entire trip as to actual time on the road, mileage and operating costs. It may interest motorists to know that we averaged 17-1/2 miles per gallon of gasoline. High speed runs up fuel rapidly and there were long stretches where we were able to maintain an average of 65 to 70 miles an hour. Then there were mountain grades which required added power. And speaking of power, I never drove a car in all my life that tore into its work like the Marquette. It flattened out mountain grades as though they were mere play."

ESSEX**THE CHALLENGER**

Combining fine car features with popular price

With its 70-mile-an-hour performance, beautiful colours, variety of 7 body styles and matchless riding and steering ease, Essex the Challenger brings expensive-car features to motorists at popular prices. Its many costly advancements and its matchless Super-Six performance account for the approval it wins from keen judges of motor car values. We shall gladly place Essex the Challenger at your disposal so that you may pit it against anything that modern motoring has to offer.

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What a Beautiful Car!

It's the new CHEVROLET

Drivers of the costliest cars who use a New Chevrolet as a "second car" for business, remark on the attention it creates. People pause to admire its sleek and graceful lines—and marvel at its sensational power on hills—its speed—its flashing pick-up—and at the silence of its new valve-in-head motor, that gives 20 miles and better to the gallon.

See this sensational new car which is now on display. You will agree that it is one of the most remarkable accomplishments of all automotive history—especially when you learn that it is in the price range of the four.

THE HONG KONG HOTEL GARAGE

25 Queen's Road Central

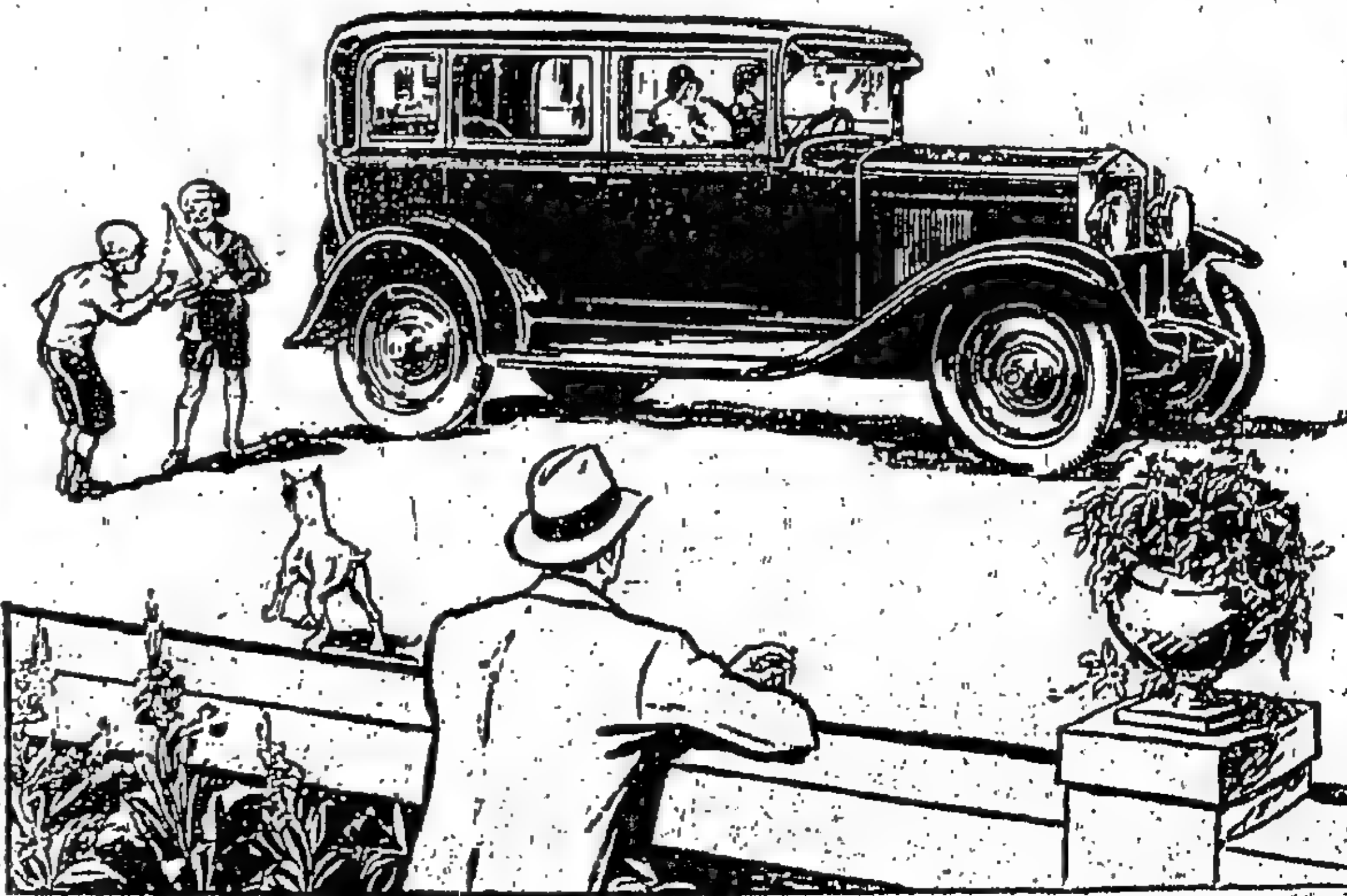
Tel. Central 4759.

The new Chevrolet Couch upholstered in blue Corduroy.

for Economical Transportation



The Outstanding Chevrolet of Chevrolet History.



STRANGE PIRACY STORY.

KWANGCHI SEIZURE REVELATIONS.

GANG RAIDS SHIPPU IN THE COMMANDEERED SHIP.

LEAVE OFF CHEKIANG.

Shanghai, Nov. 11.
Another China Merchants steamer has been pirated. This time it is the more or less obsolete vessel Kwangchi, a vessel of 1,000 tons or thereabouts, which has been for many years on various runs off the China coast. The outrage took place near a port known as Haimen, a small port off the Chekiang coast and the vessel at the time of pirating was on the Shanghai-Wenchow run.

It appears that the pirates boarded the vessel as passengers and after carrying out their work used the ship to convey them to a small port called Shihpu, and where they robbed the Bureau of Public Safety of arms and ammunition.

They then left the ship which at present is in the hands of the port authorities at Shihpu. Orders have been given for the ship to sail for Shanghai.

According to wireless messages from Haimen, all on board are safe although all valuables and clothes were taken by the pirates before they disembarked. Another report states that one passenger was wounded and that another was carried off the marauders.

Sighted by Wing Tai.

The Kwangchi left Wenchow with a full cargo and many passengers on November 5 and after being at sea for some 20 hours was seized by the pirates and the officers were forced to steer the vessel in the direction of Shihpu. Another steamer, the Wing Tai, noticed that the Kwangchi was proceeding in a direction incompatible with her sailing programme and reported the incident to the China Merchants Co. at Ningpo. The Shanghai office of the company was advised and the Chekiang provincial authorities and coastal patrolling police were informed of the occurrence.

Accounts of the piracy show that after the ship was a day out from Wenchow, the pirates held up the captain, officers, and engineers and ordered the course to be diverted to Shihpu. On approaching the port, the pirates divided themselves into two parties, one remaining on board and the other going on shore.

Officers Bound.

The captain and officers were bound with cords as the vessel approached the port of Shihpu, and the pirate landing party entered the Bureau of Public Safety and obtained a large quantity of arms and ammunition. The ship then being in charge of the first party of pirates, the second or landing party returned and commenced to search the passengers. Meanwhile, the captain, a Chinese, was instructed to leave port. Reaching a small port on the Chekiang coast, the pirates escaped in the ships' boats and took with them one of the passengers whom they are holding for ransom. The China Merchants Co. is now endeavouring to arrange for the vessel to be coaled and for foodstuffs to be put on board so that the vessel may continue the journey to Shanghai.

CANTON GOLF.

THE TUNGSHAN CLUB CHAMPIONSHIP.

Canton, Nov. 15.
The first two rounds of the Tungshan Recreation Club Golf Championship, just concluded, produced a number of surprises. Playing 18 holes, E. C. Sandstrom defeated Wm. Galloway in the first round by 4 up and 3 to play. W. F. Gilman defeated P. T. Carey in the first round by 5 and 4 and then defeated P. K. Batchelor in the second round by 4 and 3. F. E. W. Lammet, after playing a splendid game in the first round and defeating A. T. Lay by 3 and 2, went completely off in the second round and lost to L. H. Ruffin by 3 and 2. The full results of the first two rounds are as follows:

First Round.
R. K. Batchelor defeated G. C. Kitching by 3 and 2.
Wm. F. Gilman defeated P. T. Carey by 5 and 4.
J. T. Smith defeated A. Baker Carr by 3 and 2.
E. C. Sandstrom defeated Wm. Galloway by 4 up and 3 to play.
L. H. Ruffin Walk Over; G. W. Greene scratched.
F. E. W. Lammet defeated A. T. Lay by 3 and 2.
J. M. Walker defeated R. O. Rutherford by 5 and 4.
B. E. Anthony defeated E. R. Hill by 2 and 1.

Second Round.
Wm. F. Gilman defeated R. K. Batchelor by 4 and 3.
J. T. Smith defeated E. C. Sandstrom by 2 and 1.
L. H. Ruffin defeated F. E. W. Lammet by 3 and 2.

PARTNERSHIP ISSUE.

ACTION OVER DEBTS OF A KNITTING FACTORY.

PLAINTIFF SUCCEEDS.

A partnership issue was decided by the Puisne Judge (Mr. Justice Wood) in the Summary Court yesterday afternoon. The action was brought by the Kwong Cheong Wo firm, No. 74, Jervois Street, against the Tung Fook knitting factory, and Fan Fook-ye, managing partner, both of No. 272, Portland Street, Mongkok. The claim was for the sum of \$744.20 being the balance due for goods sold and delivered.

Mr. F. C. E. Rendall was for plaintiff firm and Mr. O. E. G. Marton defended Fan Fook-ye, who denied partnership with the factory, against which judgment had already been given.

Mr. Rendall said that on October 30, judgment was given against the firm and the case against the second defendant was adjourned sine die. On the following day, said Mr. Rendall, his firm received from Messrs. Deacons a letter saying they would accept service of the writ on behalf of the second defendant.

Continuing, Mr. Rendall dealt with the facts of the case. He said that Chin Kwai-hin, salesman and manager of plaintiff firm, had known second defendant for over three years. Sometime in 1927 defendant told Chin that he was "starting a family knitting factory in the name Tung Fook at Shumshuipo. At the same time he said that the capital would be small but as he (defendant) had had previous experience in the same line and Chin was a salesman, the latter would be able to sell the factory's goods and so save money by employing fewer men.

Order Not Chopped.

Subsequently, defendant told Chin that the factory had actually started. On April 20, 1928, defendant ordered goods from plaintiff firm. A contract was made out which was signed by defendant but when plaintiff asked him to chop it, he said his signature was good enough as he was the master of the firm.

Mr. Rendall went on to say that the goods were eventually paid for by defendant. On subsequent days other goods were ordered and on each occasion defendant signed the contract, but on one occasion payment was guaranteed by the Hip Wo firm, defendant explaining that that firm was a partner in the knitting factory. The first letter of demand was written on September 18, and on the following day a bill of sale was executed in respect of machinery and effects in the factory. Between the letter of demand and the issue of the writ, defendant called upon plaintiff firm and asked the manager not to press him so much and give further time for payment.

Chin Kwai-hin, manager of plaintiff firm, said he knew defendant as the proprietor and salesman of defendant firm.

Salesman, Not Partner.

In outlining the defence, Mr. Marton said that defendant was merely a salesman and was not a partner. The factory, he said, was started by a man named Hong Ping who appointed Leo Yang-chi manager. Acting on Hong Ping's instructions, the manager engaged as many employees as were required and one of the persons employed by the manager was defendant. Hong Ping paid various sums of money to the manager and told him it was money subscribed by friends as their shares of the capital. The manager kept two books of account, a general account book and a salaries book. His Lordship would see from the latter that defendant received a salary of \$30 a month and no commission. The names of partners were written in the general account book together with capital subscribed.

The manager of defendant firm confirmed Mr. Marton's remarks and gave the names of partners, all of whom, he said, were away from the Colony. Defendant, he explained, was not a partner, but was a man employed by him (witness) to buy and sell and do shroff's work.

Plaintiff Succeeds.

His Lordship held that defendant had held himself out to be a partner to Chin both in conversation, as in evidence, and by signing contracts indifferently in his own name and the firm's name. Leave would be granted to plaintiff to issue execution on the previous judgment given against the firm on October 30. Defendant would have to pay the costs on the issue.

J. M. Walker defeated B. E. Anthony by 5 and 4.
The semi-finals will be played off on Sunday next, 17th November, over 18 holes; and the finals on Sunday, the 24th November, over 36 holes. If they play in the semi-finals up to their usual form, J. T. Smith and J. M. Walker should be the finalists.—Our Own Correspondent.

COLONY'S FINANCE FIGURES.

DROP IN CREDIT BALANCE IN JULY.

P.W.D. EXPENDITURE.

Financial returns for the Colony made up to the end of July show that the credit balance dropped during that month to \$9,985,213, compared with \$10,017,615 at the end of June.

The month's revenue totalled \$1,878,754, as against \$2,180,443 for July of last year, the most noteworthy decline being in land sales, which produced only \$38,787 as compared with \$236,649 in the same month of 1928.

Expenditure during July totalled \$1,930,151, against \$1,608,704 last year. The biggest increase was under the heading of Public Works Department, which accounted for \$417,625, compared with \$116,818 in July, 1928. There were also considerable increases in Junior Clerical Staff, Fire Brigade, Military Contribution and Miscellaneous Services.

For the seven months from January to July inclusive, the revenue was \$13,373,327, compared with \$13,600,867 last year, the biggest shrinkage being nearly half a million dollars in Licences and Internal Revenue. Not Otherwise Specified.

The seven months' expenditure was \$11,438,742, against \$11,476,073 last year. The biggest increase was in respect of the Public Works Department.

YOUNG CRIMINAL PROBLEM.

(Continued from Page 1.)

A further very extraordinary sentence was recently reported. A youth was given the option of a fine of \$10 or so many strokes. If, that is, he was well off, he could pay a fine, to which in these days of motoring offences no stigma attaches, but if he could not raise the \$10 he would be beaten, a sentence involving physical degradation and tending to turn the most respectable into a criminal.

Arnold Bennett has in the earlier chapters of "Clayhanger" illustrated the difference between a beating which is taken as part of the day's work, such as Clayhanger himself received from the brutal miner whom he had to precede to the mine in the dark of the early morn, and the judicial beating which he saw inflicted in the workhouse on a poor little wretch who had run away from the horrors of the life he lived there.

After-Treatment Needed.

Is it not urgent that young offenders should be separated from the old lags and brought under reformatory influences? Is it not urgent that some different form of punishment be thought out? And in particular, is it not urgent that some form of "after-treatment" for the young criminal be designed?

Probably such reforms could only be worked out by some voluntary association working in conjunction with the Government, and the formation of some such association for the study of the problem in its local aspects, and the education of public opinion, is greatly to be desired.

I am writing from an outpost and it may seem gratuitous for one who does not live in Hongkong to raise these apparently domestic questions. But partly because I live in an outpost I am the more

A WAY THEY HAVE IN MEXICO.

FREE-FOR-ALL BATTLE IN MEXICO CITY.

REVOLVER SKIRMISH.

Mexico City, Nov. 10.

Five thousand supporters of Jose Vasconcelos, the anti-re-electionist candidate, engaged in a revolver battle to-day in the heart of Mexico City with followers of Pascual Ortiz Rubio, the administration-candidate.

Fighting started when the followers of Vasconcelos started to parade toward the national palace.

A group of Rubio's followers opened fire from the roof of his election headquarters.

The paraders attempted to set fire to the headquarters, throwing flaming torches through the windows.

A police riot squad finally quelled the disturbance.

Thousands watched the battle from the National Theatre and Alameda Park, directly opposite.

The interior of Rubio's headquarters was considerably damaged by the fire. Stores in the lower floor of the building were demolished.

A statement issued this evening by Octavio Oros, vice-president of the Anti-Re-electionist faction, said that three had been killed and 42 wounded in the clash.

Most of the casualties were from the faction of Jose Vasconcelos, the Anti-Re-electionist candidate.

Valente Quintana, chief of police, was injured when he was struck with a chibbed revolver.

KING AND QUEEN.

LEFT LONDON YESTERDAY FOR SANDRINGHAM.

London, Nov. 15.

After a ten days' stay, Their Majesties the King and Queen left London to-day for Sandringham.—British Wireless.

jealous of the credit of the Colony. I am proud when I hear, as I do hear, Chinese praise the administration of Hongkong, and I am anxious that in what seems to me this urgent matter something should be done to show the real humanity of British administration of justice. No-one impugns the strict impartiality of British administration of law; but in the matter of making the punishment fit not only the crime but also the offender there seems to be something still to be desired.

Of First Importance.

When the question of the abolition of extrajury in China is before the Governments there will tend to be close scrutiny of those models of Western justice which are nearest to China. The practice of Hongkong is of the first importance, and one would like to see it err on the side of humanity, and be in front of Home practice rather than behind it.

These considerations, however, are entirely secondary to the immediate urgent question of the reclaiming of these young lives which come within the orbit of the law, and which so early in life incur such penalties as make it hard for them to avoid becoming hopeless and habitual criminals.

[We deal with this question in our leading article to-day.—Ed. H.K.T.]

The Very Idea!

Crouch End High School has been experimenting with a variant of the Edison catechism. From a recent number of the school magazine it appears that the girls were asked: "What would you choose if you could have your choice—Beauty, Riches, Brains, a Wonderful Voice, or a Gift for Art?" It seems a heavy choice with the eye of a headmistress on you, but the replies showed a creditable candour. There is one young lady who would like to be rich, "because one can do so much good with it." Another aspires to "wear a bally frock with roses round, and pink bally shoes and a pair of white socks and a crown of rose and leaves." As for Brains—

Dora Williams would rather have brains than anything else because "they are most useful; for instance, if you went in for an examination you would not pass if you hadn't brains."

Eileen Davey would like the gift of brains because "I think it is the most useful; beauty isn't any use to you; it could not do arithmetic for you, neither could riches. A wonderful voice would not be able to do algebra for you."

Iris Sims would like brains, because "with brains you could gain riches, but with 'riches you could not gain brains."

Mary Perkins would like brains, because "it would be rather dull without any."

Betty Cuttall says, "People who have hardly any brains have to go to an asylum."

And the wise examiner adds a note to the effect that "we have excellent reasons for thinking that Betty is too optimistic."

"Ain't Jack done well, Mrs. J?"
"What's he doin', Mrs. H?"
"He's talking for the pictures!"
"Talking for the pictures!"
What an up-to-date professional! What has he to say?"
"Sixpence, ninepence and a shilling this way."

A fishing story from America:—A new means of taking trout from the San Jacinto Mountain streams has been discovered.

It appears that two local fishermen were having poor luck at a Californian creek, when one suggested that the bait be soaked in some of the bottles one of them happened to have brought along.

This was tried, and at the first cast the rod bent nearly double, and it took the combined efforts of the two sportsmen to reel in the prize. Then it was discovered that the worm had seized a big fish by the throat and was choking it.

The spectators at a horse show were particularly thrilled by the skill shown by a horseman who, after performing various acrobatic feats on the animal's back, finished up by careering round the ring as he hung underneath the horse's neck.

"My goodness!" exclaimed a pretty girl, "but isn't he simply marvellous!"

"Pooh," her escort replied, scornfully, "I don't see anything wonderful about that. That's what I did the very first time I got on a horse!"

An amazing marriage took place at Woking, Surrey, recently. Mrs. F. E. Stevens, a wealthy widow of eighty-four, was wedded to Mr. Cyril Mills, aged twenty-three. Mrs. Stevens, who had been a widow for over forty years, is the owner of considerable property in the neighbourhood. Her twenty-three-year-old bridegroom is the son of a local garage proprietor. The wedding was the outcome of an attachment of some three years' standing. The bride's desire was to have someone to whom she might leave all her valuable property.

Woman, in an assault case at Penze—I would not hurt a cat. I have a mother of my own.

North London Woman—I do not mind my face being torn to pieces, but I do object to my fingers being bitten.

Woman at Glasgow—My husband kicked me into the bed. Sheriff Robertson—Ah! Evidently a reversal of the usual practice.

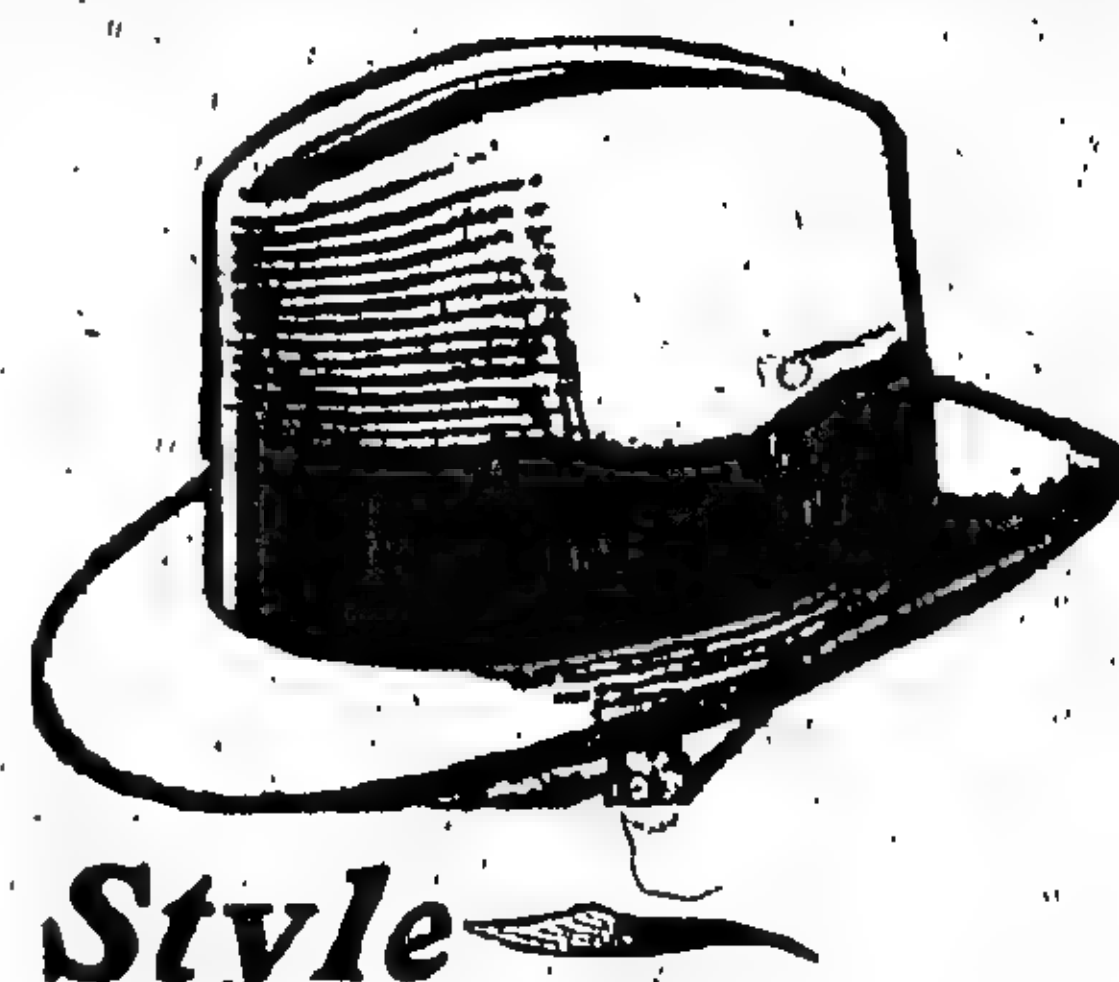
Glasgow Stipendiary Magistrate—The most effective mixture for making a man or a woman drunk appears to be red wine and beer.

Woman at Glasgow Central Police Court—I have a weak leg, and it sometimes goes under me. Magistrate—That is what drunk legs often do.

ATTACK ON HARBIN?

SOVIET EXPECTED TO LAUNCH NEW OFFENSIVE.

Nanking, Nov. 15.
Harbin will be the objective of the next Soviet attack, which is expected to be launched shortly, according to a despatch from Chang Hsueh-liang.—Reuter.



Style distinction in GILYN & Co's SOFT FELT HATS is achieved by insisting that only fur of the finest Quality is used, correct Contour and expert Workmanship.

In these NEW SEASON'S HATS this distinction is fully emphasised both in the smart dressy hat with the bound edge, or with the snap brim, with is very popular just now.

Both styles are on show from \$18.50 each and inspection is invited by the

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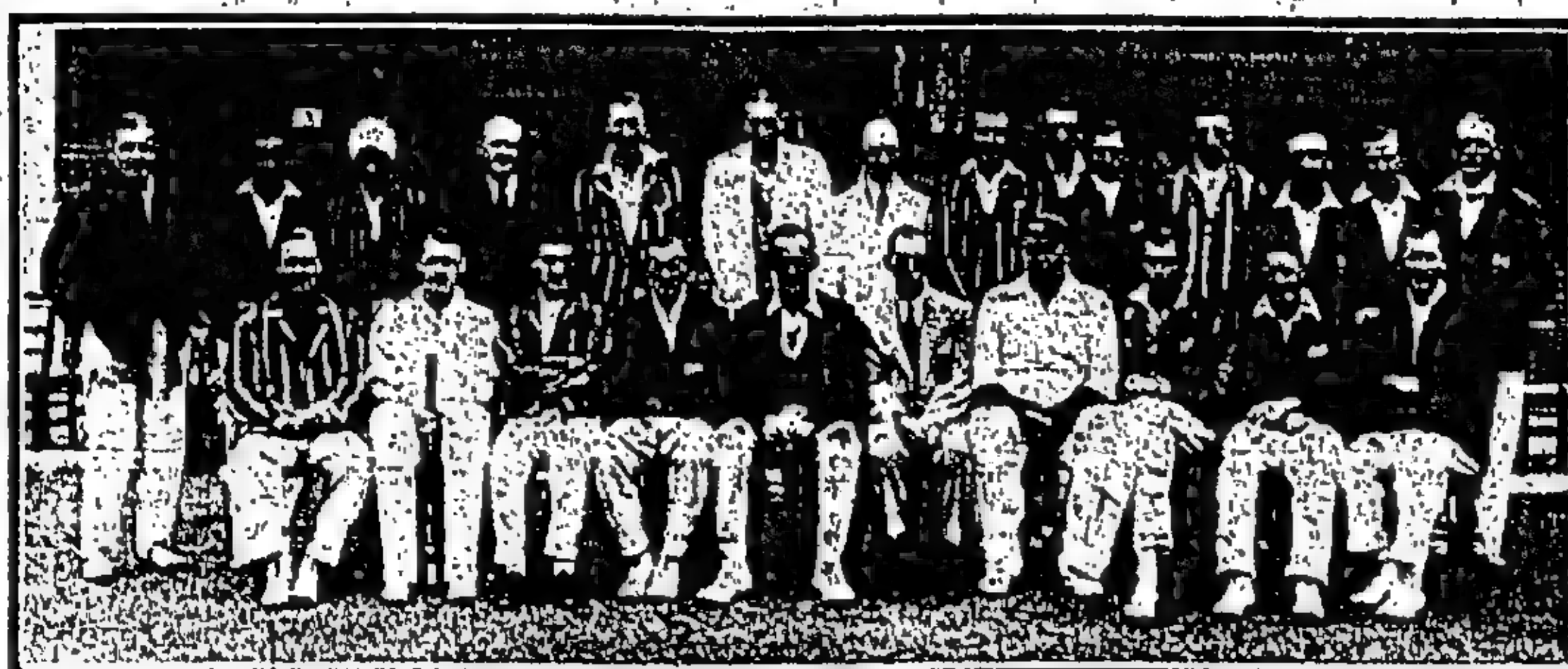
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HONGKONG AND MALAYA INTERPORT TEAMS.



Above are the Hongkong and Malaya Interport cricket players who met in a keenly-contested match, resulting yesterday in victory for Hongkong by four wickets. The Malaya captain, Mr. R.B. Braddell, is seen seated in centre, with Mr. T.E. Pearce, who skippered Hongkong, fourth from right. (Photo: Ming Yuen).

HONGKONG VERSUS MALAYA.

FULL SCORES IN MATCH ENDED YESTERDAY.

The full scores in the Hongkong-Malaya match which "Tam" Pearce's team won by four wickets, were as follows:

Malaya—1st Innings.

W. A. D. Wynch, c Pearce, b	18
P. N. Knight, b Bowker	3
Lal Singh, b Wyatt	8
A. J. Bostock Hill, b Bowker	4
H. O. Hopkins, c Maxwell, b Bowker	47
R. L. D. Braddell, b Pearce	1
E. G. Gibson, c Pearce, b Reid	31
Evan Wong, lbw, c Owen Hughes	0
A. S. A. Jansen, b Bowker	24
W. A. B. Smith, not out	4
Lt. M. Waring, b Bowker	7
Extras	7

Total

Fall of wickets: 1 for 0 (Knight), 2 for 18 (Lal Singh), 3 for 21 (Bostock Hill), 4 for 51 (Wynch), 5 for 57 (Braddell), 6 for 63 (Gibson), 7 for 93 (Hopkins), 8 for 93 (Jansen), 9 for 137 (Wong), 10 for 143 (Waring).	
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Bowling Analysis.

	O.	M.	R.	W.
A. C. I. Bowker	12.5	1	34	5
Lt. Col. F. J. Wyatt	11	1	33	1
A. Reid	10	1	36	1
W. Brace	8	1	28	2
H. Owen Hughes	3	1	10	1

Hongkong—1st Innings.

E. C. Finch, b Lal Singh	15
J. E. Richardson, b Smith	53
Capt. J. R. Reynolds, b Smith	53
W. Brace, c Wong, b Smith	36
Lt. W. Maxwell, b Lal Singh	101
H. Owen Hughes, b Lal Singh	12
T. E. Pearce, b Smith	12
D. J. N. Anderson, b Hopkins	12
Col. F. J. Wyatt, c Wong, b Lal Singh	6
A. Reid, lbw, b Bostock Hill	6
A. C. I. Bowker, not out	11
Extras	27

Total

Fall of wickets: 1 for 8 (Richardson), 2 for 27 (Finch), 3 for 115 (Reynolds), 4 for 120 (Brace), 5 for 165 (Maxwell), 6 for 177 (Pearce), 7 for 213 (Anderson), 8 for 224 (Wyatt), 9 for 261 (Reid), 10 for 303 (Bowker).	
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Bowling Analysis.

	O.	M.	R.	W.
Hopkins	13	2	26	1
Smith	18	4	48	4
Bostock Hill	19	1	67	1
Lal Singh	18.1	3	61	4
Jansen	14	2	42	2
Knight	1	1	32	—

Malaya—2nd Innings.

W. A. D. Wynch, b Reid	19
P. N. Knight, lbw, c Owen Hughes	51
Evan Wong, b Brace	27
H. O. Hopkins, c Pearce, b Reynolds	15
Lal Singh, b Owen Hughes	10
A. J. Bostock Hill, b Reid	32
R. L. D. Braddell, lbw, c Owen Hughes	3
E. G. Gibson, lbw, c Owen Hughes	56
A. S. A. Jansen, b Owen Hughes	48
W. A. B. Smith, not out	18
Lt. M. Waring, b Bowker	9
Extras	6

Total

Fall of wickets: 1 for 30 (Wynch), 2 for 67 (Wong), 3 for 103 (Hopkins), 4 for 125 (Lal Singh), 5 for 126 (Knight), 6 for 143 (Gibson), 7 for 174 (Bostock Hill), 8 for 257 (Braddell), 9 for 273 (Jansen), 10 for 294 (Waring).	
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Bowling Analysis.

	O.	M.	R.	W.
Bowker	16.1	1	55	1
Wyatt	21	4	59	—
Reid	14	1	46	2
Brace	15	1	48	2
Reynolds	9	—	44	1
Owen Hughes	11	2	36	4

Hongkong—2nd Innings.

E. C. Finch, c and b Bostock Hill	38
J. E. Richardson, c Jansen, b Smith	33
Capt. J. R. Reynolds, lbw, c Lal Singh	3
W. Brace, c Smith, b Bostock Hill	17
H. Owen Hughes, not out	9
T. E. Pearce, lbw, c Smith	24
D. J. N. Anderson, c Wong, b Bostock Hill	0
Lt. W. Maxwell, not out	4
Extras	14

Total (for 6 wickets)

Fall of wickets: 1 for 70 (Richardson), 2 for 76 (Finch), 3 for 100 (Reynolds), 4 for 102 (Brace), 5 for	
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INTERPORT AVERAGES.

OWEN-HUGHES TOPS BOTH BOWLING AND BATTING.

In the series of matches just ended, although both games have the distinction of scoring the highest aggregate number of runs, but they have a slightly less average per wicket than Hongkong, as the following table shows:

	Runs	Wkts.	Aver.
Hongkong	811	36	22.53
Shanghai	751	39	19.26
Malaya	885	40	22.12

Batting.

	Times	not out	Aver.
H. Owen Hughes (H)	108	1	170.66
D. W. Leach (S)	95	1	174.00
A. C. I. Bowker (H)	82	2	38.00
E. C. Finch (H)	53	1	131.25
P. N. Knight (M)	51	2	85.00
R. L. D. Braddell (H)	48	1	112.00
F. J. Wyatt (H)	47	1	117.50
A. S. A. Jansen (M)	44	1	110.00
T. E. Pearce (H)	43	1	107.00
Lt. W. Maxwell (H)	41	1	102.50
Lt. M. Waring (H)	39	1	100.00
W. A. B. Smith (M)	38	1	95.00
Lt. Col. F. J. Wyatt (H)	37	1	92.50
E. G. Gibson (H)	36	1	90.00
J. E. Richardson (M)	35	1	87.50
Dr. H. O. Hopkins (M)	34	1	85.00
W. Brace (H)	33	1	82.50
C. W. Howard (S)	32	1	80.00
E. C. Barnes (S)	31	1	77.50
D. J. N. Anderson (H)	30	1	75.00
Lt. W. E. O'Hara (S)	29	1	72.50
Dr. W. E. O'Hara (S)	28	1	70.00
H. T. Marshall (H)	27	1	67.50
R. G. Gibson (M)	26	1	65.00
O. G. Simpson (S)	25	1	62.50
H. T. Marshall (H)	24	1	60.00
H. E. Orr (S)	23	1	57.50
A. Reid (H)	22	1	55.00
T. L. Rawthorne (S)	21	1	52.50

Bowling.

	O.	M.	R.	W.
H. Owen Hughes (H)	19	2	48	8
D. W. Leach (S)	12	1	15	1
W. Brace (H)	11	1	15	1
W. Brace (H)	11	1	15	1
P. N. Knight (M)	11	1	15	1
Lal Singh (M)	11	1	15	1
A. Reid (H)	11	1	15	1
W. A. B. Smith (M)	11	1	15	1
Dr. W. E. O'Hara (S)	11	1	15	1
A. J. Bostock Hill (M)	11	1	15	1
Dr. H. O. Hopkins (M)	11	1	15	1
P. N. Knight (M)	11	1	15	1
F. J. Wyatt (H)	11	1	15	1
Capt. J. R. Reynolds (H)	11	1	15	1
Lt. Col. F. J. Wyatt (H)	11	1	15	1
A. S. A. Jansen (M)	11	1	15	1
Dr. J. N. Anderson (H)	11	1	15	1
R. L. D. Braddell (M)	11	1	15	1
F. J. Wyatt (H)	11	1	15	1
T. L. Rawthorne (S)	11	1	15	1

Catches.

T. E. Pearce (H) 7, T. W. R. Wilson (S) 4, Evan Wong (M) 4, E. G. Gibson (H) 3, R. G. Gibson (M) 3, Dr. W. E. O'Hara (S) 2, F. J. Wyatt (H) 2, W. Brace (H) 2, P. E. T. Marshall (S) 2, H. Owen Hughes (H) 2, T. L. Rawthorne (S) 2, R. B. L. Braddell (M) 1, Lieut. W. Maxwell (H) 1, A. S. A. Jansen (M) 1, Lieut. A. H. Jansen (H) 1, A. Reid (H) 1, J. E. Richardson (H) 1, W. A. B. Smith (M) 1, Lieut. Col. F. J. Wyatt (H) 1.	
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136 (Pearce) 6 for 137 (Anderson).

Bowling Analysis.

	O.	M.	R.	W.
Dr. H. O. Hopkins	10	3	15	1
Lal Singh	9	2	12	1
A. S. A. Jansen	4	1	15	—
P. N. Knight	8	4	7	—
A. J. Bostock Hill	20	3	46	3
W. A. B. Smith	12	3	32	2

CANTON TENNIS.

LADIES CHAMPIONSHIP COMPETITION.

Canton, Nov. 15.
Entries are being invited for the Ladies' Championships of Kwangtung for the American Association Challenge Cup. The entrance fee is HK\$2 for each person entering singles and HK\$2 for each person entering doubles. Entries, accompanied by the amount of the entrance fee, are to be sent to Miss Virginia Black, True Light Middle School, Paak Hok Tung, Canton, on or before 23rd November.

The semi-finals of both events are to be played off on the courts of the Canton Citizens Athletic Association in the First Public Park, Canton, and the preliminary rounds on neutral courts to be mutually agreed between the competitors.

Mrs. C. E. Watson is the holder of the Cup at present for singles, whilst Mrs. C. E. Watson and Mrs. Geoffrey Agutter are holders of the Doubles Cup. Mrs. Geoffrey Agutter is no longer in China to defend her title this year.—Our Own Correspondent.



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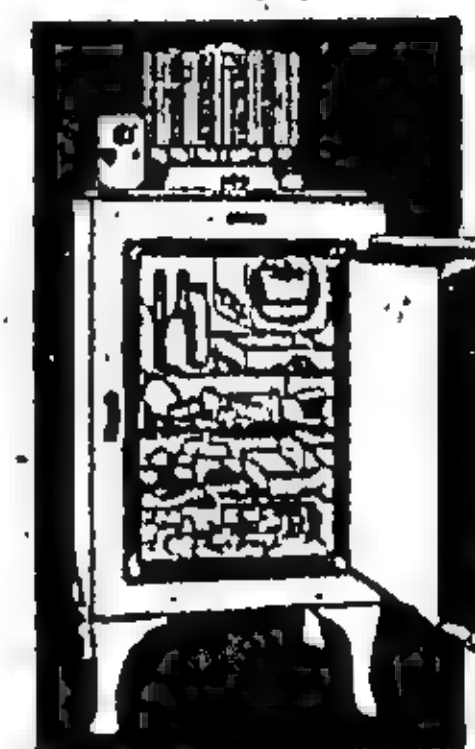
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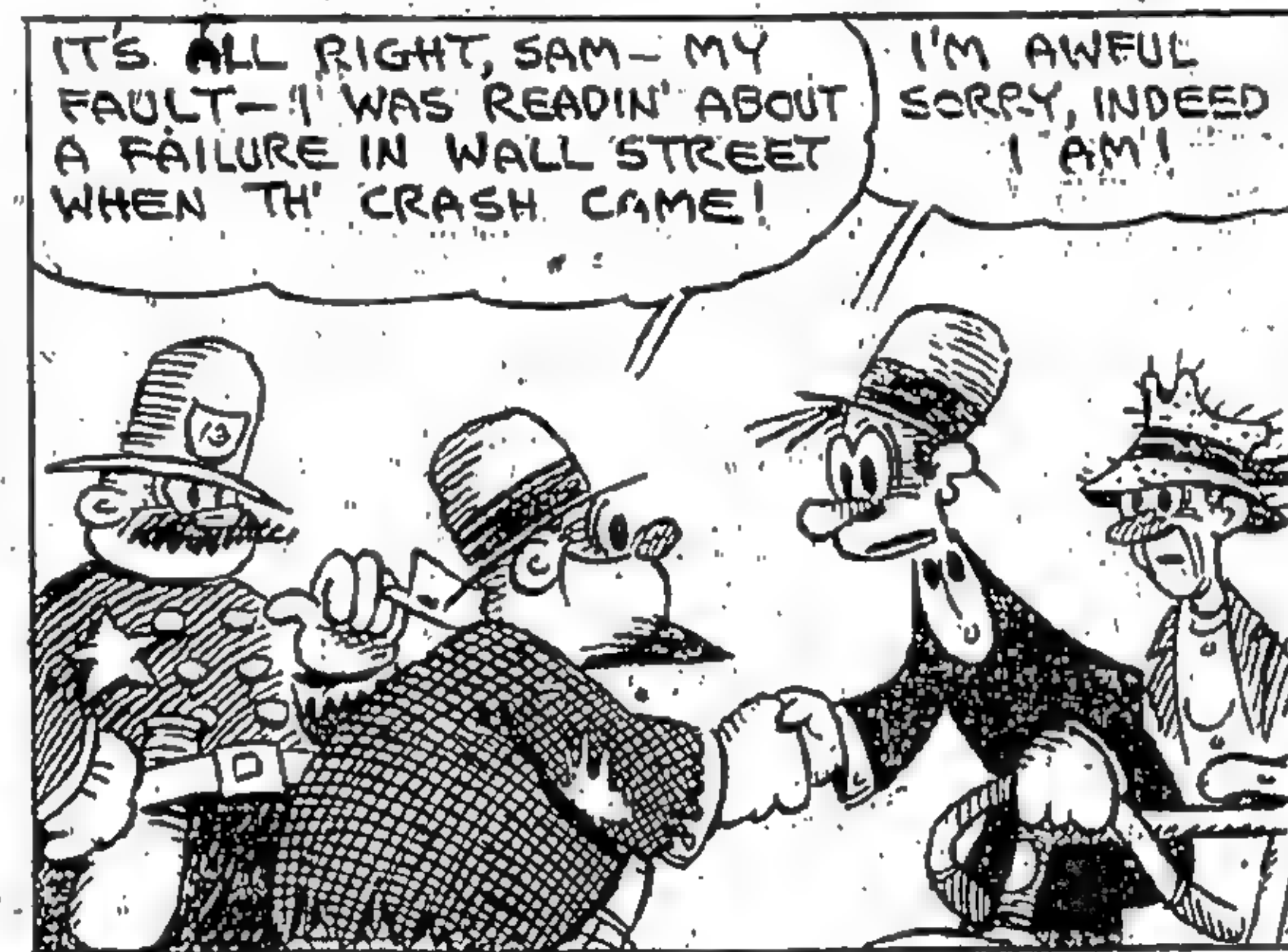
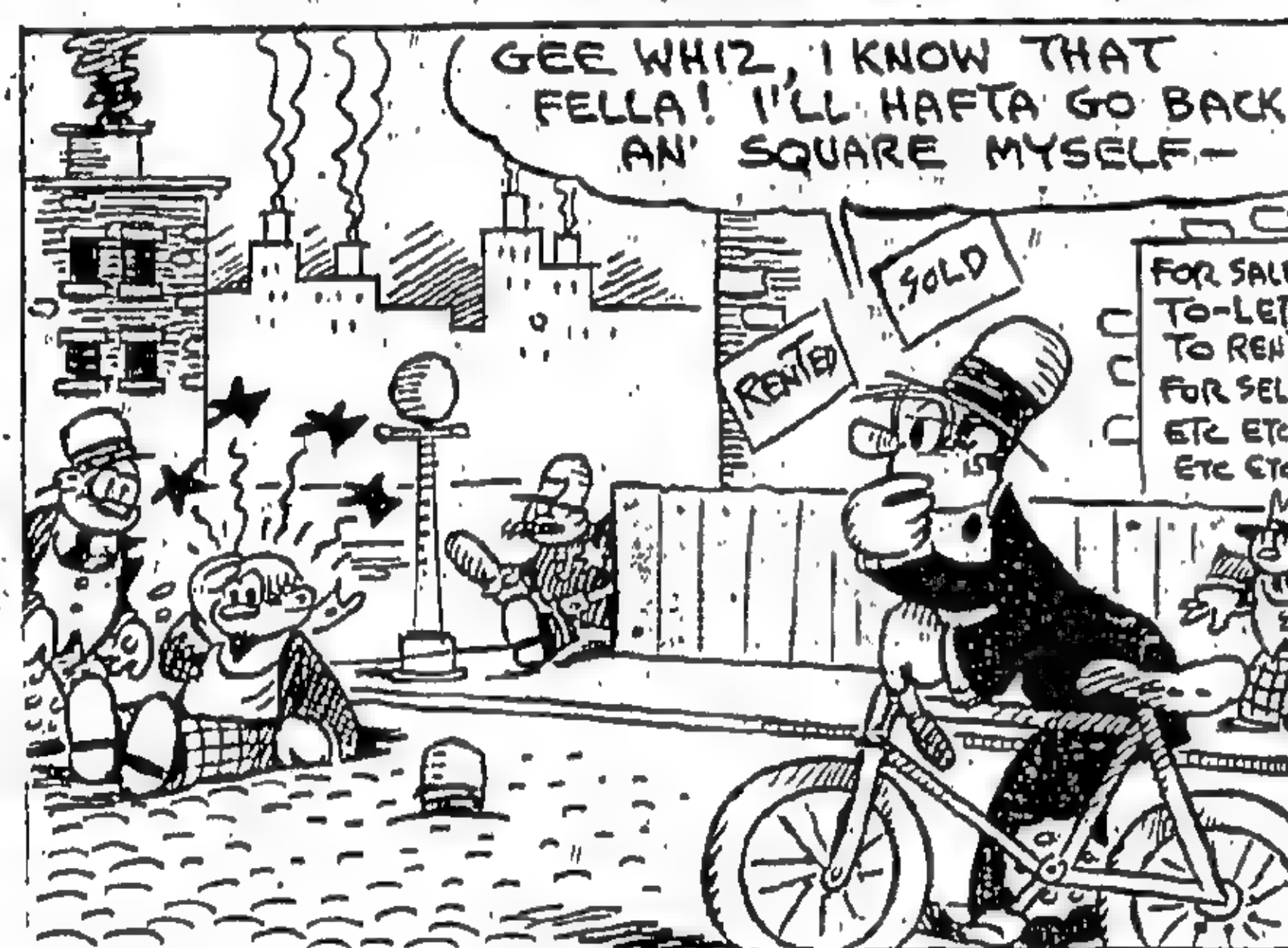
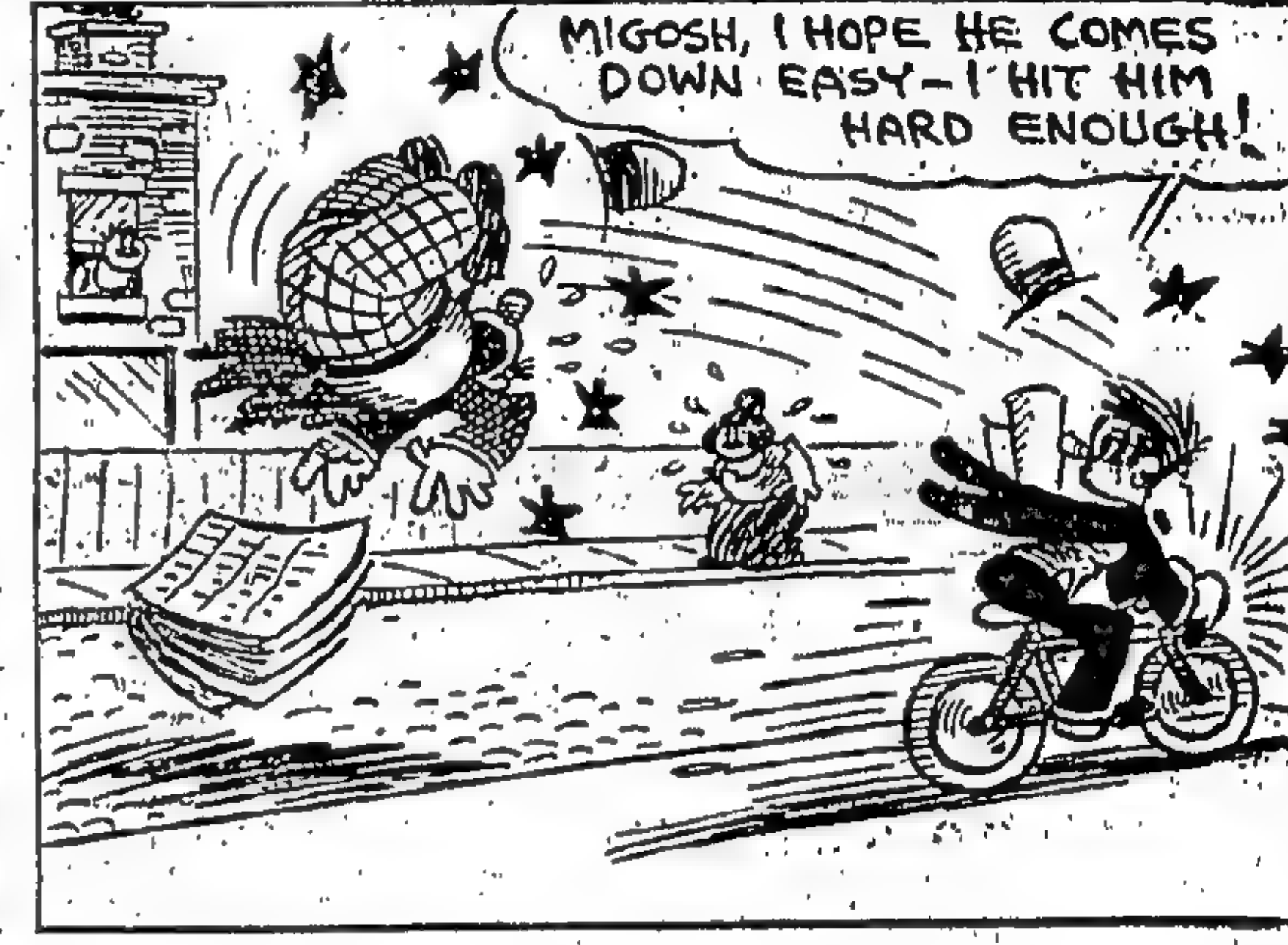
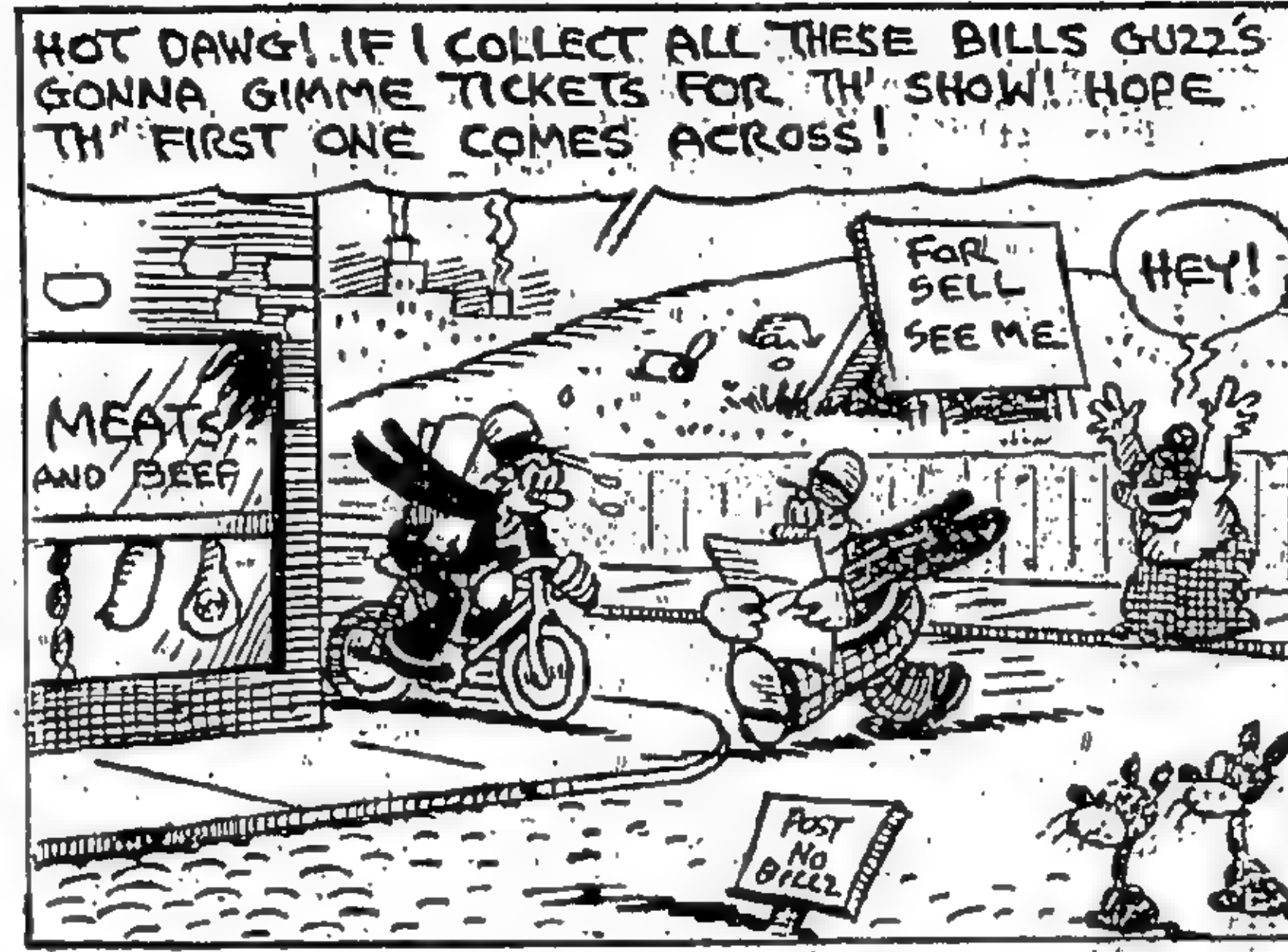
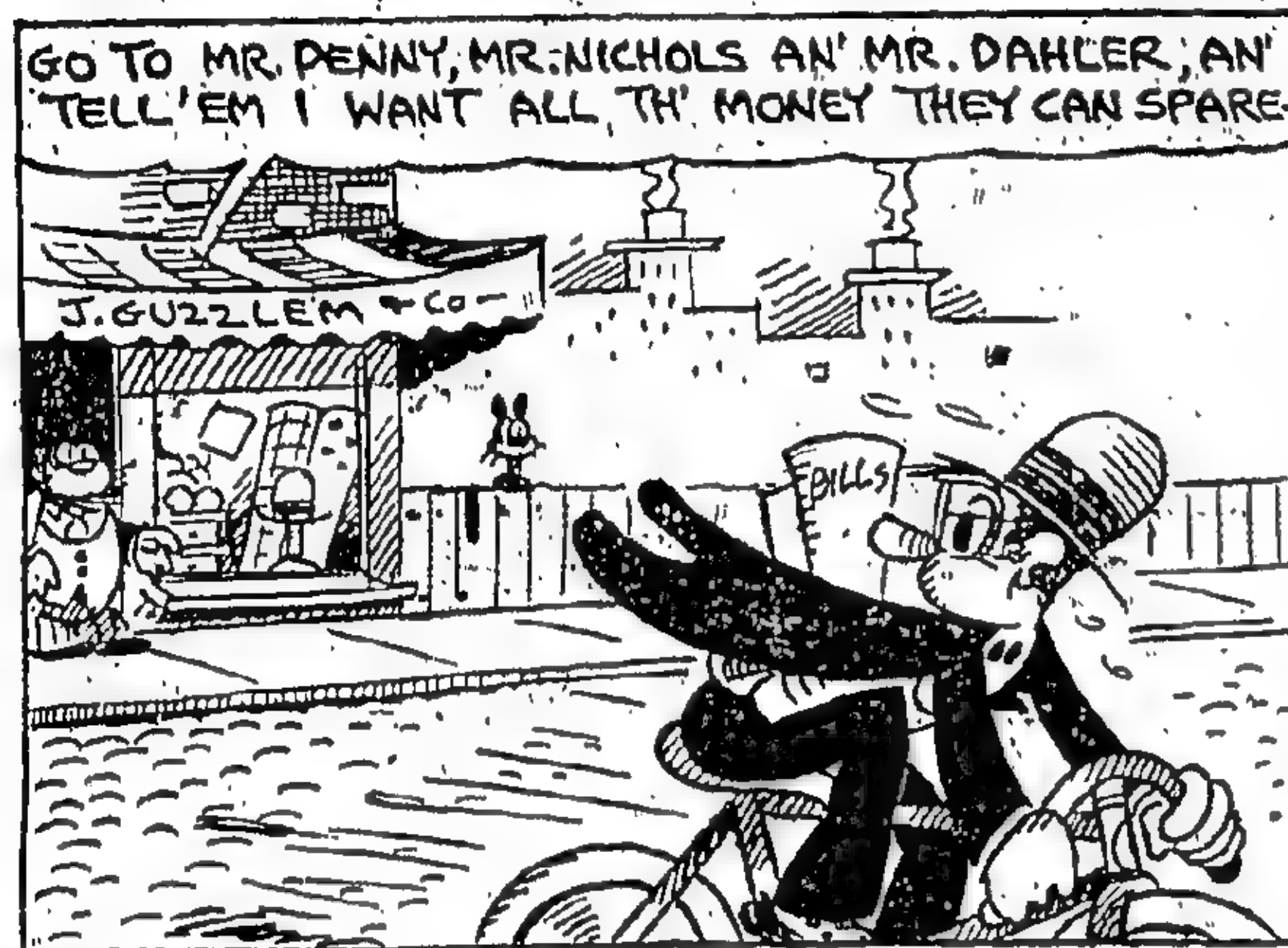
HONGKONG UNIVERSITY PROFESSOR'S WEDDING.



Photographs taken on the occasion of the wedding, on Friday of last week, of Dr. M.B. Osman, acting Professor of Pathology and Bacteriology at the Hongkong University, and Miss Mary Kotwall. Left: the bride with Misses K. Kotwall and Eva B. Lang (bridesmaids) and Miss Gertrude A. Choe (maid of honour); centre, the bride; right, the bridegroom with Mr. Jimmy Kotwall and Dr. Douglas Lalag, (best man).

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PEACE PLEA BY THE PRINCE.**"JIM" THOMAS CHAFFED.**

"The most important lesson we learned during the war was that we should take very great care that there is no question or chance of another," said the Prince of Wales, addressing a demonstration at Portsmouth of delegates of the Post-War Brotherhood Federation.

"Another big lesson we learned," he continued, "was of the amazing advantages to be gained out of comradeship and good-will in a time of national crisis."

Mr. Thomas's Notes.

The Prince chaffed "Jim" Thomas on the fact that the last time they spoke together in public Mr. Thomas's notes mysteriously disappeared. "I hope he has kept a better hold of his notes tonight," he said. "As a matter of fact, he made a very unkind accusation to me on that occasion." (Laughter).

Mr. J. H. Thomas said he did not believe and never had believed in class warfare, or that one class of the community was better than another. Referring to the difficulties which faced him in his task with regard to unemployment, he added that he could succeed only by the co-operation and good-will of all classes in the country.

Mr. Neville Chamberlain remarked that Mr. Thomas had undertaken a big task in trying to find work for the unemployed. "I am one of them," he continued, amid laughter, "but I don't want to take on his job." Whatever party they belonged to they all wished him well.

TWO WOMEN DEAD IN CAR DISASTER.**CRASH INTO REAR OF LORRY.**

St. Albans, Oct. 9.

Two women were killed and a man and a woman seriously injured in a crash which occurred on the Barnet by-pass road at North Mimms, Hertfordshire, tonight. The names of the dead are:

Mrs. Janet Elizabeth Birch, of Lorraine House, Acre-lane, Wallington, Surrey; and Mrs. Kate Cortright Birch, of Waxholme, Filey, Yorkshire.

Mr. John Kenneth Beaufoy Birch, of Lorraine House, Wallington, and Miss Dorothy Featherstone, of Waxholme, Filey, who were seriously injured were taken to the Hertford County Hospital.

It was stated at the hospital late last night that the condition of both of them was "very serious."

It appears that Mr. Birch was driving a saloon car towards London, and was accompanied by Mrs. Janet Birch, his wife, Mrs. Kate Birch, his aunt, and Miss Featherstone.

A lorry which had been proceeding in the same direction in charge of Mr. A. C. Booth, of Langthwait Grange, South Kirby, Pontefract, had pulled up on the side of the road while the driver was attending to a defect. The car, it is stated, crashed into the rear of the lorry and was completely smashed, Mrs. Janet Birch and Mrs. Kate Birch being killed instantly.

Mr. Birch is a director of John Birch and Company, Limited, London Wall-buildings, E.C., and is on the Board of Birch, Marr and Company, Limited, and Light Railways, Limited.

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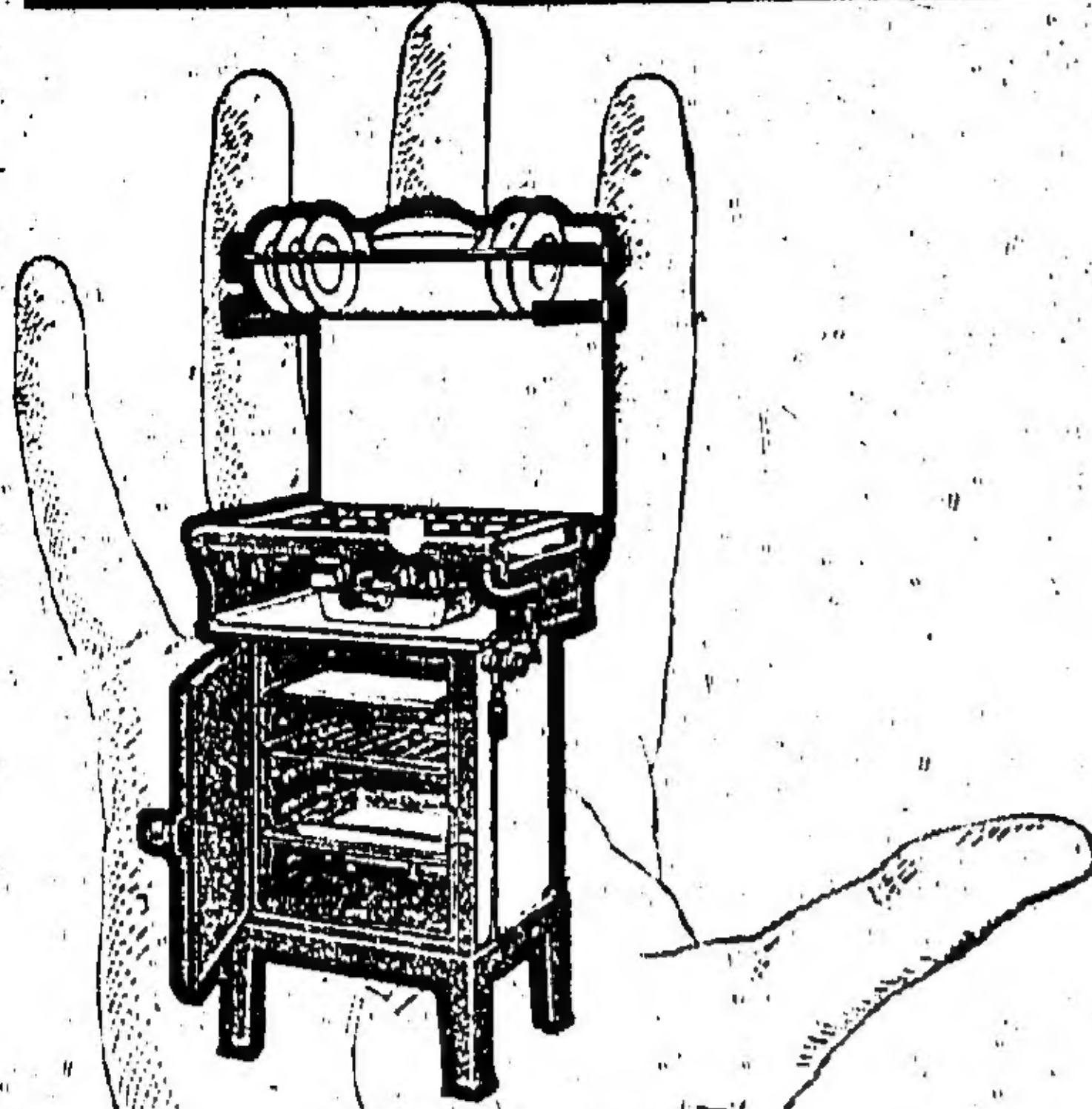
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THE SHINING TALENT.

By Eleanor Early.

CHAPTER XLIII.

The policeman was Big Tim Duggan, the night patrolman. Molly and he were old friends, but now he greeted her differently.

"Why, Tim!" she exclaimed. "What under the sun is the matter?"

He designated Bob with a jerk of his huge, grizzled head. "The gentleman says you're keeping his daughter against his will, Miss Burnham."

"Bob Newton, are you crazy?" She wheeled furiously on him. "You ought to be ashamed of yourself. What's the matter with you, anyhow?"

But Bob preserved a frozen silence. Red was scowling menacingly, and Molly saw that his fists were clenched. She laid her hand on his arm.

"You keep out of this, Red," she ordered. Then she spoke again to Officer Duggan.

"It's quite true, Tim, that I have Mr. Newton's little girl here. You know Rita, Mr. Newton is her father. When Mrs. Newton died, she asked me to take her baby. Mr. Newton surrendered her of his own volition. I've had her ever since. I've never tried to keep her away from him. It isn't true that I have her against his will. He has been coming here whenever he chooses, to see the child, and to be my guest. Our relations have always been perfectly friendly."

The big policeman scratched his head. "It's none of my doings, Miss. The gentleman says you've his child, and he comes to the station house looking for a warrant. Seeing as I knew you, I comes, friendly-like, to see what the trouble is."

"Newton's crazy," interjected Red. "That's all the trouble, Tim. I told you to keep out of this."

She ignored Bob, who stood in the doorway, twisting his hat awkwardly. "What if I refuse to give her up, Tim?"

"You'd have to show good reason. There'd be a hearing before a judge, and you'd both have a chance to tell your stories."

"But I mean to-night. You're not asking me to wake the poor child at this time of night, and give her to Mr. Newton, to take God-knows-where. It's the most idiotic thing I ever heard of!"

"I would be much more sensible now if you two could get together," suggested Duggan peacefully, "and argue it out between the two of you. There's nothing to be gained by running to the judge with your tale. Sure, and the child is his."

"She's mine," contradicted Molly. "He gave her to me."

"To be having for a little while," soothed Duggan. "And sure you want to keep the little angel, which is only nature, God knows. For she's as pretty a one as eye I saw."

Molly turned her back squarely on Bob. "Ask him," she directed the policeman, "if I may keep her tonight, and if he will come to-morrow to talk things over."

"You heard her, Mr. Newton. He a good lad now, and let's have no more talk this night. For Miss Burnham is a fine little lady, and you shouldn't be breaking her poor little heart."

They waited, like actors in a drama, for Bob's answer. Officer Duggan drew his shaggy grey brows together, frowning. Molly bent to a bowl of flowers on the table, twisting their blossoms this way and that. Red's fists were still clenched, and he glared at Bob like an animal that seeks to hypnotize before it springs.

Bob bowed. He was looking at Molly, but she kept her back to him. "If I have Miss Burnham's promise to see me to-morrow, and conclude the matter at that time," he said.

Molly raised her head, and returned his gaze steadily. "At three o'clock," she said.

Then she spoke to Officer Duggan again, explaining Red's presence.

"Mr. Flynn's mother died to-night, Tim. He came to tell me about it."

"And was she ailing long, the poor woman?" inquired the big policeman sympathetically. "May God have mercy on her soul."

"She's been sick a long time," Red told him. "She's better off now, Tim."

Bob had stepped quietly into the hall, and now Duggan followed him. "Good night, Miss Burnham. Sorry to have troubled you. I'll

say a bit of a prayer this night for you and the little one."

"Oh, thank you, Tim."

"If you'd use your nightstick now on Newton," suggested Red, "it would be more to the point."

But Molly closed the door on his blasphemy.

"You go too, Red," she commanded. "It would be just like Bob to skulk around here all night. I'll order the flowers in the morning, and you can reach me by phone, if there's anything I can do."

"Will you go to the funeral?" he asked.

"If you want me to," she promised. "Poor dear Red! You came here for sympathy, and bumped into one of the usual farceses. I'm awfully sorry."

"Oh, that's all right."

He lit a cigarette casually. "Remember, if there's anything I can do, old dear."

"You mean if I want to get married?" she laughed.

"All right. I'll let you know. Please go now, dear. Bob's probably round the corner somewhere, with his watch in his hand, checking up on your exit."

"Damn Bob!" he exclaimed. "Do you suppose he'd really take Rita away? Or was he just trying to throw a scare into you?"

"I think he was trying to frighten me," she said.

"Well, you get hold of me, if he tries to start anything, honey. I can beat him up, if I can't do anything else. The funeral's day after to-morrow. You won't forget, Molly?"

"How could I forget! I'll have seen Bob before then, and everything will be settled. I'll have good news for you."

"I hope so," he told her.

Molly spent the rest of the night in the nursery. Once Rita woke. And, murmuring, "Hanny," stretched out her little hand, for Molly to hold. Molly put on the night light, and feasted her eyes on the child's loveliness. Her cheeks were pink and her mouth was like a crimson rose.

There was a poem in the Fifth Grade Reader, when Molly went to school. It was about a baby who said an angel kissed her as she came by.

Molly tried to think how it went, but recollection eluded her to-night. She was very tired, and put her head against the side of Rita's bed. She slept fitfully and dreamed horrible dreams about losing Rita. She was wandering through a great forest, filled with wild animals, looking everywhere for the child. Crying and crying. And, stumbling as she ran, praying that nothing had befallen her beloved.

"Hello, mama!" She woke with a fearful start, dreaming that she had found Rita by an open grave, searching for someone who had died.

The child laughed at her alarm, and threw her little arms about Molly's neck, and kissed her.

"Tell me, dear, who had you rather live with—daddy or me? Had you rather stay in your beautiful big nursery, with all your pretty playthings, and have all your lovely little dresses, and everything you want—or had you rather go and live with daddy, and not have any nursery at all, and—"

The child laughed delightedly. It was a new game they were playing.

"I'd rather live with you 'n' daddy both," she cried.

"But if you couldn't have us both, darling?"

"I'd rather live with you!" declared Rita, pointing her little finger. "And I'd rather live with daddy too!"

Molly sighed. "You're a born diplomat," she said.

She spent the morning in the park with Rita, and they had luncheon together in the nursery. Every moment to-day was a precious jewel.

possibly keep Rita without my consent."

She shrugged wearily. "Are you trying to make me hate you, Bob?"

"I wish I could make you love me."

"You act like an eager lover."

"But I would," he cried, "if you'd let me. I'm crazy about you!"

"Maybe that's why you behave like such a darn fool," she hazarded insultingly. "We won't get anywhere quarrelling though. Listen, Bob—would you care to try out a trial engagement? For a little while, I mean. It's so absolutely awful to talk about getting married right away quick, when we haven't done anything but quarrel for weeks. Maybe, if you should be engaged to me for a little while, you wouldn't want to marry me at all."

"You'd try to scare me off, I suppose?"

"Oh, no. I'd be just as nice as anything. It would be a real engagement. You know I'd play the game, if we agreed to try it out. You could come here whenever you wanted. I would go out with you, wherever you choose. My only stipulation would be that the engagement should be an absolute secret, until we had given it a fair trial."

"If we can get along peaceably for three months, say, then we can be married. I love Rita so much that I'll do anything in reason to keep her. If marriage between us seems to be reasonable, then I am quite willing to be married. But you know yourself that there would be no earthly sense in leading a cat and dog life, for the sake of sharing Rita. That wouldn't be any good for her, and it wouldn't bring any of us any happiness."

"Why not announce our engagement, if you really mean to go through?"

"No," she shook her head firmly. "You see, I am a public sort of person. People, for some strange reason, are interested in what I do. If I should announce our engagement, every newspaper in America would carry the story. I loathe and despise advertising my personal affairs. An engagement is always a more or less hazardous affair. There is nothing disgraceful about an experiment that fails. But if our experimental engagement should prove a mistake, I should not want everyone gossiping about it."

She continued reasonably. "You see, a public person has so little private life. Look what happened when John Gilbert and Ina Claire were married. Well, if you and I should become publicly engaged, it would create a good deal of interest, because my plays are still running, and 'Ashes of Desire' is up with the best sellers. But if you and I should break our public engagement, the story would be 10 times as good! A romance is always good copy. But a broken romance is better."

"You talk as if this trial engagement were already broken," he objected.

"Honestly, Bob," she promised, "I'd try to make it successful. I'm only pointing out the very good reasons for being discreet, until we are sure."

"And at the end of three months, if you can stand me at all, you'll marry me?"

"That's a dreadful way of putting it, but I suppose that's about the idea," she admitted.

"And meantime I get the privileges of a fiancé, but I have to keep my mouth shut about it?"

"Exactly."

(To Be Continued.)

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ROBBERS NAMED.

FOUR MEN IMPLICATED BY A DEFENDANT.

At the resumed hearing yesterday of the charge against Ko Kai-shing, who, it is alleged, was concerned in the armed robbery at 105, Des Voeux Road West last May, the defendant, made a statement in which he gave the names of the men he alleged committed the crime.

After being cautioned, the prisoner said: "I did not take part in the robbery. Li Shan, Chiu Hung, Chang Chiu and Chun U went there. I had just come back from Canton after they had committed this robbery. Chang Chiu went to 158, Shanghai Street, Yaumati, and asked me to come there to have a talk. He described to me what happened at the robbery, and that is how I came to know of it. Chiu Hung was arrested but could not be identified. Each of the robbers had a share of \$105 of the proceeds, and one night after the robbery was committed I was invited to a feast with them at a restaurant."

The magistrate Mr. A. W. G. H. Grantham again examined the principal witness on the evidence she gave at Thursday's hearing. In reply to him she said that when she first saw one of the robbers he was about three feet away. He pulled aside the curtain and she saw his features quite plainly. Later, as he was going down the stairs, she saw his profile clearly. Referring to a part of her early evidence the magistrate asked: "Wasn't it difficult for you to see through a small hole in the blanket?"

Witness: "Well, I could see. Lum Sung-on, another woman occupant of the house, gave corroborative evidence of the alleged attack and robbery, and said she woke up to see a man squatting at the foot of her bed on the verandah. He dragged her into the third cubicle, and she saw four other men, some of whom entered the first cubicle. She had never seen the defendant before, and although she attended three identification parades, she failed to pick out anyone."

After the prisoner had made his statement, the magistrate committed him for trial at the next Criminal Sessions.

SINGAPORE BASE.

JAPAN PLEASANT AT SLOWING DOWN.

Tokyo, Nov. 15. The Jiji expresses gratification at the report that the Labour Government has decided to slow down the construction of the Singapore Base, while the Mainichi, in cynical vein, succinctly remarks that "the freedom of the seas means freedom to make money while others are engaged in a life and death struggle."

Hochi, for its part, sees in the Anglo-American agreement for parity the "intention to sacrifice Japan in their own selfish interests."

As straws in the wind, these comments appear to reflect the growth of a slightly resentful feeling that Britain and America are immersed in solving their own conflicting problems and have paid insufficient attention to those Japan is faced with.

Japan's Ratio.

Tokyo, Nov. 15. Contrary to expectation the morning papers refrain from com-

ROBBERY ALLEGED.

CHINESE ON TWO COUNTS OF COMPLICITY.

An armed robbery and kidnapping incident, which occurred on board a trading junk off Ching I Island near Tsun Wan in May last year, was recalled, at the Kowloon Magistracy, yesterday afternoon, when a Chinese appeared before Mr. T. S. Whyte Smith on charges of being concerned in the affair.

Detective Sub-Inspector Dorling conducted the case for the Crown and in detailing the facts of the incident said that the junk belonged to a man named Ho Yee-fat who was a native of Tsun Wan in British Territory.

On May 23, 1928, the junk, with Ho and a crew, together with a number of female grass cutters, left the Kowloon City Ferry Pier and sailed to a spot just beyond Capsuimun where the grass cutters went ashore for the purpose of cutting grass. They later returned to the junk and the following day the party commenced their return voyage.

When the junk was sailing off Ching I Island a boat, described as an oyster boat, called upon it to stop but the crew took no notice of the challenge. Being a faster craft the oyster boat overtook the trading junk and four men, all armed with revolvers, boarded the local boat. The master and the crew, as well as the grass cutters, were all driven into the hold.

Ransoms Paid. The junk then sailed off to a place called Mau Chau Creek in Chinese Territory where the people were taken from the junk and conducted to the Pak Tau Village where they were held for ransom, some being captives for four days while others remained with the pirates for 12 or 13 days. In every case, with the exception of one member of the crew, the kidnapped persons paid the ransom money, ranging from \$40 to \$65.

One of the women was stated to have returned for the money for some of the others while in other cases an unknown woman obtained the ransom money from relatives of the kidnapped people.

The junk was subsequently restored to the master by a Penang Corps which had heard of the presence of a stolen craft in Mau Chau Creek and later drove the pirates away.

In reply to his Worship, the officer mentioned that the defendant was arrested on information received by a Chinese detective.

Evidence of the position of the spot where the robbery took place was given by Mr. C. H. Thompson, of the Harbour Office, who took bearings.

The case was adjourned for one week.

menting on the set back which was reported to have occurred on the question of Japan's demand for 70 per cent ratio on cruisers mounting eight inch guns.

Although naval officials will not commit themselves to any definite statement of opinion, naval circles are openly pessimistic as to the likelihood of Japan having her claim recognised in the preliminary conversations, while some assert that they see no way out of the impasse, and hint that Japan may withdraw from the conference if her demands are refused, though officials disclaim that Japan has any such intention.

In the meantime, press comment, insofar as naval matters are concerned, is mainly confined to the question of the Singapore Base, and Mr. Hoover's suggestion for the immunity of food stuffs in war time.—Reuter.

LOCAL RADIO.

TO-NIGHT'S OPENING DANCE PROGRAMME.

The programme for to-night, which includes dance music from the Lyric Orchestra at the Studio is given below:

From 2.30 p.m. on 350 metres.
 11.00 a.m. Commercial news.
 12.00-1.00 p.m. Demonstration programme.
 1.48 p.m. Weather report.
 7.48 p.m. Weather report.
 9.00 p.m. Dance programme.
 The Lyric Dance Orchestra will play the following:

Extra—Foxrot.
 9.12 p.m. (1)—Foxrot, On the Crest of a wave.
 9.24 p.m. (2)—Foxrot, I'm still caring.
 9.36 p.m. (3)—Waltz, You were meant for me.
 9.48 p.m. (4)—Foxrot, Underneath the Russian Moon.
 10.00 p.m. (5)—Foxrot, Pretending.
 10.12 p.m. (6)—Foxrot, In a little Dream House.

10.24 p.m. (7)—Waltz, Together.
 10.36 p.m. (8)—Foxrot, Press Local Football Results.
 10.48 p.m. (9)—Foxrot, Where is my Dream Girl.
 10.57 p.m. (10)—Foxrot, Oh! Baby where can you be.
 11.09 p.m. (11)—Foxrot, If it wasn't for you.

11.22 p.m. (12)—Waltz, Kiss me again.
 11.34 p.m. (13)—Foxrot, God Save The King.
 11.46 p.m. Close down.
 Sunday's Programme.
 From 2.30 p.m. on 350 metres.
 10.55 a.m. Morning service relayed from Union Church.

Voluntary. Hymn, Praise, my soul.
 Prayer.
 Lord's Prayer.
 Psalm, Lord, Thee, my God, I'll early seek.
 Lesson.
 Children's Address.
 Children's Hymn, I love to hear the story.

Voluntary. Prayers.
 Hymn, Jesus calls us; o'er the tumult.
 Address, Rev. F. Short.
 Hymn, O Lord and Master of us all.
 Benediction.
 Voluntary. Organist, Mr. G. Longyear.

12.00-1 p.m. Chinese programme.
 1.48 p.m. Weather report.
 7.48 p.m. Weather report.
 9.00 p.m. Evening programme of Columbia records, supplied through the courtesy of Messrs. Anderson.

"Norwegian Rhapsody, Part 1."
 "Norwegian Rhapsody, Part 2."
 "Orchestra Symphonique (of Paris)."
 "Lilac Time—Vocal Gems, Part 1."
 "Lilac Time—Vocal Gems, Part 2."

Columbia Light Opera Company with Orchestra.
 "The two Pigeons."
 1. Entrance of Tziganes.
 2. Scene and March of the two Pigeons.
 3. Hungarian Dance.
 4. Theme Band of the Garde Republicaine of France.

"Sing Ho! For the Days of Drinking."
 "On the Beach at Bangaloo."
 Norman Long.
 "Valse Triste."
 "Finland—Tone Poem."
 "Liberal Jewish Synagogue Organ."
 "Mignon—Polonaise."
 "Mignon—Introduction Et Romance."
 J. H. Squire Celeste Octet.
 "Polonaise in A Major."
 "Prelude in C Sharp Minor."
 Pianoforte Solo by Josef Hofmann.
 "No. No, Nanette—Vocal Gems, Part 1."
 "No. No, Nanette—Vocal Gems, Part 2."
 Columbia Vocal Gem Chorus with Orchestra.

"The Bohemian Girl, Then You'll Remember Me."
 "Maritane—Scenes That Are Brightest."
 J. H. Squire Celeste Octet.
 "Nearer My God, to Thee."
 "Abide with Me."
 Rex Palmer, Baritone.
 10.30 p.m. Close down.

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"SARPEDON" 26th Nov. M's, London, R'dam & G'gow
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 "PERSEUS" 10th Dec. M's, London, R'dam & H'burg

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 "ORETES" 28th Nov. Shanghai, Taku & Dairen

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"PATROCLUS" 17th Nov. Shanghai, Taku & Dairen
 "SARPEDON" 26th Nov. M's, London, R'dam & G'gow
 "TEIRESEAS" 29th Nov. Taku, S'hai, Kobe & Yok.

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Yokohama Maru ... Monday, 16th Dec.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via

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Atsuta Maru ... Saturday, 16th Nov.

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Kaga Maru ... Wednesday, 20th Nov.

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Tokiwa Maru ... Wednesday, 27th Nov.

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SOUTH AMERICA (WEST COAST) via Japan, Honolulu,

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Anyo Maru ... Sunday, 22nd Dec.

SOUTH AMERICA (EAST COAST) via Singapore,

Capetown & Ports.

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Morioka Maru ... Friday, 29th Nov.

SHANGHAI, KOBE & YOKOHAMA.

Tottori Maru ... Sunday, 17th Nov.

Nagano Maru (Moji Direct) ... Monday, 18th Nov.

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TO OSAKA via AMOI, MOJI & KOBE	Namsang Yunsang Suisang	Tues. 25th Nov at 7 a.m. Tues. 3rd Dec at 7 a.m. Wed. 18th Dec at 7 a.m.
TO OSAKA via AMOI, SHANGHAI, MOJI & KOBE	Kutsang	Wed. 20th Nov at 7 a.m.
TO SINGAPORE PENANG & CALCUTTA	Kumsang Hosang	Mon. 18th Nov at 4 p.m. Mon. 2nd Dec at 3 p.m.
TO SAKAKAWA	Hinsang Mansang	Thurs. 21st Nov at 10 a.m. Satur. 30th Nov at 3 p.m.
TO TIENTSIN via FOCHOW & WEI-HAI-WEI	Chipsing Cheongsing	Sun. 17th Nov at 7 a.m. Thurs. 28th Nov at 7 a.m.

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"CITY OF WINNIPEG" ... via Suez Canal ... 8th December
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CHINA MUTUAL STEAM
NAVIGATION CO. LTD.

Consignees per Company's Vessel.

FROM UNITED KINGDOM via SINGAPORE

are hereby notified that their cargo will be discharged into the Godowns at Kowloon where it will be at Consignee's risk and subject to terms and conditions of storage at the Godown. The Cargo will be ready for delivery from Godown on and after 18th November.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godown, where they will be examined on any Tuesday and Friday between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 21st November, will be subject to rent.

All claims against the Steamer must be presented to the undersigned on or before the 6th December, or they will not be recognised.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th November, 1929.

N. Y. K. LINE.

(NIPPON YUSEN KAISHA.)

From EUROPE and STRAITS.

The Steamship,

"SUWA MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where delivery may be obtained.

Goods not cleared by the 18th November, 1929, will be subject to rent.

Damaged packages must be left in the Godown for examination by the Consignee's and the Co.'s representatives on any Tuesdays and Fridays, at 2.30 p.m. within the free storage period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godown.

No Fire Insurance has been effected.

NIPPON YUSEN KAISHA, Hongkong, 14th November, 1929.

HOLLAND-OOST ARIE LIJN.

(HOLLAND-EAST ASIA LINE.)

From AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN, GENOA and ANTWERP.

The Steamship,

"OOSTERK,"

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of the China Provident Loan & Mortgage Co., Ltd. whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 21st November, 1929, will be subject to rent.

CONSIGNEES' NOTICE.

JAVA PACIFIC LIJN.
From SEATTLE, LOS ANGELES and SAN FRANCISCO.

The Steamship,

"SIANTAR"

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of the China Provident Loan & Mortgage Co., Ltd. whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 19th November, 1929, will be subject to rent.

All broken, chafed, and damaged packages are to be left in the godowns, where they will be examined on the 18th November, 1929, at 10 a.m. by Messrs. Goddard & Douglas, Hongkong.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LIJN.

Agents.

Hongkong, 13th November, 1929.

WILH. WILHELMSEN.

The Norwegian Africa and Australia Line.

The Motorship,

"TUNGSHA"

having arrived from Norway via ports on the 14th November Consignees of cargo are hereby notified that all goods are being landed at their risk into the non-hazardous, hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd. whence delivery may be obtained. Goods not cleared after the 21st November will be subject to rent.

All broken, chafed and damaged packages are to be left in the godown where they will be examined on the 20th November at 10 a.m.

No claims will be admitted unless notified and/or application for survey made in writing within seven days after landing of the goods, or in any case before the goods are taken delivery of.

Claims will not be recoverable unless complete accounts are sent in within fourteen days of final discharge of vessel.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

THORESEN & CO. LTD., Agents.

Hongkong, 14th November, 1929.

All broken, chafed and damaged packages are to be left in the godowns, where they will be examined on the 20th November, 1929, at 10 a.m. by Messrs. Goddard & Douglas, Hongkong.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LIJN.

General Agents.

Hongkong, 14th November, 1929.

THE UNEMPLOYMENT PROBLEM.

PROPOSED NEW BILL PUBLISHED.

London, Nov. 15.

The publication of the provisions of the Government's Unemployment Insurance Bill, which the House of Commons will discuss next week, opens up the prospect of the Government being faced with opposition not only from the Conservatives and Liberals, but also the left wing Labourites, whose demand for a pound weekly for an unemployed man, half a sovereign for his wife, and five shillings for each child is not fulfilled in the Bill.

The carrying out of this demand would have entailed a total exchequer contribution of £36,000,000, whereas the Bill will involve a total charge on the exchequer this year of £24,500,000, compared with £12,000,000 provided in the estimates for 1929-30.

Transitional Period.

Most of the increase goes to extend the "transitional period" for the payment of benefit to persons not possessing the thirty contributions qualification. This is designed to obviate depriving 120,000 persons of the benefit in 1930.

Besides increasing the benefits to the wives of the unemployed and to young persons, the bill repeals the "not genuinely seeking work" condition and substitutes a requirement of proof that suitable work is available before a claimant can be disqualified. It also provides for a lowering of the insurance age to fifteen, when the school-leaving age is raised to this figure in April, 1931.

It is noteworthy that the insurance fund at present is £36,850,000 in debt.

It is understood that the Government proposes to deal separately with the question of unemployment, with a view to relieving the insurance fund of them.—*Reuter.*

LOSS OF EXTRALITY.

MEXICO DECIDES TO GIVE UP HER RIGHTS.

Mexico City, Nov. 15.

The Government announce the surrender of Mexico's extraterritorial privileges in China, and add that the Mexican attitude should not be interpreted as implying criticism of the policies of other nations.

Senor Estrada, acting Foreign Minister, said his Government was disposed to accept the word of the Nanking Government that Mexicans will be accorded full protection under the Chinese law.—*Reuter's American Service.*

CHINKIANG CHANGE.

BRITISH CONCESSION HAND-ED OVER YESTERDAY.

Shanghai, Nov. 15.

A message from Chinkiang states that the formal rendition of the British Concession at Chinkiang took place at noon to-day, in the presence of Dr. C. T. Wang, Mr. A. F. Aveling, representing Sir Miles Lampson, Mr. Myrick Hewlett, the British Consul General at Nanking and others.—*Reuter.*

A DEFAULTER.

LONDON STOCK EXCHANGE DECLARATION.

London, Nov. 15.

Mr. Frank Herbert Carruthers Gould, trading as F.C. Gould, Hutchinson and Company, was declared a defaulter on the Stock Exchange this morning.—*Reuter.*

EMPRESS OF CANADA ARRIVES.

RECORD VOYAGE AFTER RE-FITTING.

Reaching Hongkong last night, the Canadian Pacific liner, Empress of Canada, made the crossing direct from Vancouver in the record time of 12 days (actual).

Following the vessel's stranding on the rocks near Albert Head, Vancouver, titanic efforts were necessary to remove her. The work was completed in two days, however, after which the Canada was floated into the Esquimalt Dry Dock.

Completely re-fitted, and re-engined with the latest in engineering products, the Empress of Canada now represents the acme of modern travel comfort. We give below details of her re-fitting, and a description of her salvage from the Albert Head rocks.

Leaving Vancouver on the afternoon of November 2, the Empress of Canada broke existing records for the run when she berthed at Kowloon last night. The computation of the actual time of the voyage was 12 days, and provided a splendid test for the new engines which have been installed on the liner.

Before leaving Vancouver, the vessel was re-engined with the latest single-reduction gear, and is now capable of a speed of 21 knots. All the public rooms have been entirely re-decorated, and are now equipped with the most modern and luxurious fittings.

Private Baths. An innovation which cannot fail to be appreciated by discriminating travellers are the shower and tub baths which have been installed in a number of cabins.

No expense has been spared to bring the liner absolutely up-to-date in all the fittings, and she well deserves the title that has been bestowed upon her by Vancouver papers "Pride of the Fleet."

The central partitions and Cinema Room in the lounge have been removed, and the room has been redecorated and the furniture re-arranged, giving it a much larger appearance. There is a handsome fireplace at the after end of the lounge.

The Children's Playroom has been refurbished and redecorated and there are now four small cots screened off at the forward end, where children may be accommodated during the day. A playhouse and a variety of playthings are also provided together with small chairs, tables and settees.

In the Smoke Room the removal of the centre partitions extending fore and aft give the room a much larger and luxurious appearance.

The Verandah Cafe has been re-furnished and is now equipped with an up-to-date soda fountain. Electric radiators have been installed.

All the rooms with private baths now have overhead showers in the bathrooms, furnishing hot and cold fresh water as well as cold salt water. The Long Gallery is tastefully furnished with settees, tables and easy chairs extending on each side of the entire length.

The swimming pool has been improved by the removal of the ramp in the floor permitting the use of the pool in all weathers. Forced air ventilation has been installed in all first class rooms and in addition these rooms have been fitted with a new type of electric heater, which can be controlled by passengers.

Several other large London hotels have, in recent years, been acquired for office purposes.

The newspapers state that £1,500,000 is mentioned as the Cecil's probable purchase price.—*British Wireless.*

HOTEL CECIL SALE.

TO BE ACQUIRED BY BIG OIL COMPANY.

London, Nov. 15.

Negotiations are proceeding for the acquisition of the Hotel Cecil by one of the leading oil companies, to serve as its headquarters.

The Cecil, which occupies a two and a quarter acres site facing the Strand and overlooking the Thames Embankment in the rear, is one of the most famous London Hotels. In the seventeenth century the site was occupied by the town residence of the Cecil family. During the war it was the headquarters of the Royal Air Force.

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The Steamship,

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carrying His Majesty's Mails will be despatched from this port on or about Tuesday, the 19th November, 1929, at noon, taking cargo for the above Ports.

Silk, Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 5 p.m. the day before sailing. The contents and value of all packages must be declared.

For further Particulars, Apply to—

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 16th November, 1929.

AFGHAN REGIME.

BRITAIN RECOGNISES NEW GOVERNMENT.

London, Nov. 15.

Mr. Arthur Henderson has telegraphed to the Kabul Foreign Office recognising, on behalf of the British Empire, the Government of Nadir Khan, who is described in the telegram as Nadir Shah. The telegram reads:

"I have the honour on behalf of His Majesty's Government in the United Kingdom and of the Government of India, and at the instance of His Majesty's Governments in Canada, the Commonwealth of Australia, New Zealand, the Union of South Africa and the Irish Free State, on behalf of those Governments also, to inform Your Excellency that the above Governments recognise the Government established by his Majesty King Muhammad Nadir Shah as the Government of Afghanistan, and to express the sincere hope that the friendly relations of the past may continue with the new Government."—*Reuter and British Wireless.*

P. & O. BRITISH-INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

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KIDDERPORE 5,334 19th Nov. Straits, Colombo & B'way

KASHGAR 9,005 23rd Nov. Marseilles, L'don Hull

RAWALPINDI 16,619 7th Dec. Rotterdam & Antwerp

BELTANA — 14th Dec. Bombay, M'les & London

— — — — — 14th Dec. M'les, L'don, Hull, H'bg, R'dm, & A'werp

*Cargo only. *Calls Case Blanca.

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SHIBALA 7,841 19th Nov. 3 p.m. Spore, Penang & Calcutta

TALMA 10,000 26th Nov. Spore, Penang & Calcutta

TAKLIWA 7,936 13th Dec. Spore, Penang & Calcutta

TILAWA 10,006 22nd Dec. Spore, Penang & Calcutta

TALAMBA 8,008 31st Dec. Spore, Penang & Calcutta

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

TANDA 6,956 29th Nov. Manila, Sandakan, Thurr

ST. ALBANS 1,930 3rd Jan. Island, Townsville, B'bane

NELLORE 6,853 31st Jan. Sydney and Melbourne.

*Calls Port Holland.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia

The P. & O. S.S. Co., Ltd. steamers will also call at Shanghai, Kobe, Cebu, Kalamangan, Tawar, Timor, Darwin, or other ports on route as indicated on the cards.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

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SAILINGS TO SHANGHAI & JAPAN

LAHORE 5,304 16 Nov. noon. S'hai, Moji, Kobe & Yoko

TAKLIWA 7,936 21 Nov. 6 a.m. Amoy, Moji, Kobe & Osaka

KHYBER 9,114 22nd Nov. S'hai, Moji, Kobe & Yoko

MALWA 10,950 23rd Nov. S'hai, Moji, Kobe & Yoko

TILAWA 10,006 1st Dec. Amoy, Moji, Kobe & Osaka

*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels measuring not more than 24 ft. x 24 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing. For Passage Rates, Handbooks, Freight, etc., apply to

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GLEN LINE

Fare Hongkong to London £82.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENBEG" (Via Oran) 20th Nov.

Steamship "GLENIFFER" 23rd Dec.

Steamship "GLENSHANE" 5th Feb.

Motor Vessel "GLENHARRY" 5th Mar.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Steamship "RADNORSHIRE" 25th Nov.

Motor Vessel "GLENOGLE" 6th Dec.

Steamship "GLENHARRY" 23rd Dec.

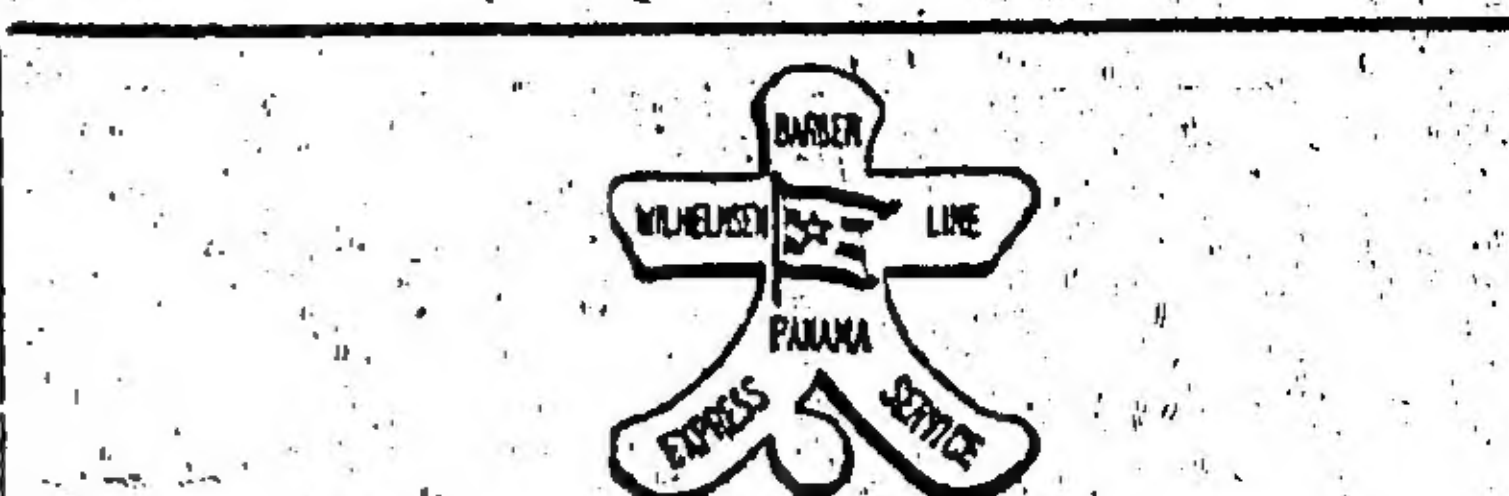
Motor Vessel "GLENAMOY" 6th Jan.

Motor Vessel "GLENHARRY" 16th Jan.

For freight, passage and further particulars, apply to:

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AGENTS: THE GLEN LINE, LTD.



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All Vessels call at SAN FRANCISCO and LOS ANGELES en route.

Passengers desiring to travel, by this interesting route will find the accommodation provided well up to their expectations, and at a cost most reasonable.

42 Days To New York

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(COMPANIES INCORPORATED IN ENGLAND)

Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S. Tons From Hongkong (about) Destination

KIDDERPORE 5,334 19th Nov. Straits, Colombo & B'way

KASHGAR 9,005 23rd Nov. Marseilles, L'don Hull

RAWALPINDI 16,619 7th Dec. Rotterdam & Antwerp

BELTANA — 14th Dec. Bombay, M'les & London

— — — — — 14th Dec. M'les, L'don, Hull, H'bg, R'dm, & A'werp

*Cargo only. *Calls Case Blanca.

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Smyrna, and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

THE HONGKONG
PENINSULA HOTEL:
HONGKONG HOTEL, REPULSE BAY HOTEL,
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AND
SHANGHAI
ASTOR HOUSE, PALACE HOTEL,
MAJESTIC HOTEL
HOTELS
LIMITED.
In association with the Grand Hotel
Des Wagons Lits, Peking.

Hotel SAVOY

The Newest and Finest
Hostelry in THE Colony.

Convenient... Cosmopolitan



KOWLOON HOTEL

KOWLOON.

Under the Personal Supervision and
Attention of

Mr. & Mrs. H. J. WHITE.

Phone Nos.

Cables "KOWLOOT"

K. 608 & K. 609.

Hongkong.

PALACE HOTEL.

Tel. Kowloon No. 5.

Tel. Address "Palace."

A First Class Residential and Tourist Hotel with all the Con-
veniences of a Home. Under Entirely European Management. Cozy
Lounge and Billiard Saloon. Three minutes from Ferry. Families specially
entered for. Moderate terms.

Mrs. J. H. Osberry,
Proprietress.

EUROPE

Cables:—
"EUROPE"
Singapore.

HOTEL
SINGAPORE

After dinner
dancing every
Tuesday, Thursday
and Saturday.

Grill

THE EUROPE HOTEL LTD.

Arthur E. Odell, Managing Director.

RUNNYMEDE HOTEL LTD.—PENANG

(Incorporated in the Straits Settlements.)

LARGEST BALLROOM IN THE STRAITS.

Overlooking the Sea.

Hot and Cold Running Water.

Modern Sanitary System

Highest Quality Catering.

European Chef.

PRODUCTS DIRECT FROM LONDON MARKET.

CABLES:—"RUNNYMEDE," WILLIAM HAROLD PERRY—Manager

QUEEN'S

WILLIAM FOX MOVIE-TONE
SINGING, DANCING, TALKING REVUE
FOLLIES
OF 1929

Commencing To-morrow

Printed and Published for the Proprietors by FREDERICK PERCY
FRANKLIN, at 1 and 3, Wellington Street, in the City of Victoria
Hongkong.

INTERESTING NAVAL WEDDING.



The bridal party at the wedding of Lieutenant Commander W. G. L. Cooper, R.N., and Miss F. C. M. P. Ford, which took place at St. John's Cathedral on Tuesday. The bride was given away by Lieut. Commander L. M. Bridge, R.N., and was attended by two brides-
maids, Miss Joan Beavis and Miss Ainslie Hallifax. Lieut. Commander J. D. F. Dowse, R.N., was best man. (Photo: Ming Yuen).

UNEMPLOYMENT IN
ENGLAND.

NEW DOLE RATES OUTLINED
BY GOVERNMENT.

LEFT WING DEMANDS.

London, Nov. 15.
The Government's new unemploy-
ment insurance bill, the text of
which was issued to-day, increases
the allowance to wives of unemploy-
ed men from seven to nine shillings
a week, and also increases
the allowances to unemployed
young men and women under 21.

Whereas at present unemploy-
ment pay is made to boys and
girls from the age of 16, the Bill
proposes to make an allowance
to boys and girls, at the age of
15, this provision is to take
effect so soon as the age of leav-
ing school is raised from 14 to
15, which the Government pro-
poses to do in 1931.

Boys of 15 who are unemployed
will then receive an allowance
of 6/- a week and girls will
be granted 5/-.

When the bill comes into full
operation, the total average on the
Treasury for unemployment insur-
ance will be 24½ millions
sterling, the new proposals in-
volving an increase of 12½ mil-
lions over the present expendi-
ture.

The Labour Left wing are ex-
pressing dissatisfaction with the
bill. They wish to increase the
allowances, notably for men with
families.

The acceptance of the full scale
which they propose would cost
the Treasury an additional £11-
500,000. Mr. Philip Snowden the
Chancellor of the Exchequer, has
resisted these demands on the
ground that the money is not
available. —British Wireless.

HOLIDAYS FOR THE
WORKERS.

LABOUR MEMBER'S BILL
OPPOSED.

London, Nov. 15.

The House of Commons to-day
discussed a private Bill intro-
duced by Mr. E. Winterton, Labour
member for Loughborough, making
it compulsory for employers to
give employees eight days' con-
secutive holiday with pay annually.

The Bill was opposed by the
Conservatives, on the ground that
it interfered with the long-
established customs of employers
and employees to settle conditions
in their own districts.

Mr. J. J. Lawson, Parliamentary
Secretary to the Ministry of
Labour, said the Government
accepted the principle of the
Bill, but were conscious that this
matter could not be dealt with in
such simple terms as the Bill used.
In view of the heavy programme
of the Government, there could be
no guarantee of time being given
for further stages of the measure
if it were passed by the House.

The second reading was adopted
without division. —British Wire-
less.

Major H. L. Chatfield, M.C., 2nd
Border Regt., and Lieut. F. B. R.
Shepherd, 1st Royal Scots, are being
invalided home on an early boat.

We regret to report the death of
C.Q.M.S. A. Minty, 2nd Wills Regt.,
which occurred in No. 7 General Hos-
pital, Shanghai, on Tuesday.

THIS AFTERNOON'S
RACING.

BEST PROGRAMME OF THE
SEASON OFFERED.

TIPS BY "RINGTAIL."

The programme for the eighth
extra race meeting this afternoon
is considered about the best
offering that the Hongkong Jockey
Club has submitted this season.

The classic race on the card will
be quite interesting, as Mrs.
Dunbar has nominated her
candidate Hiawatha and at this
stage I cannot see anything that
will stretch this consistent stayer.
He has been successful at both of
his last appearances, and as his
victories have been attained by
pure merit, he looks a dead
certainly for to-day's big event.

The first race on the card will
probably be one of the very best
races ever witnessed in Hongkong,
as all of the very best contenders
in the sprint class will be in
opposition. The race will be very
fast and a lot will depend on the
start. Some of the entrants have
been liberally dealt with, by the
handicapper which should enhance
their chance with the best of the
top weights.

The "B" Class Handicap over
six furlongs should also provide
an excellent race which will be a
fast scramble from flag to winning
post. Some good medium class
ponies are engaged and these, I
am sure, will give a good account
of themselves.

My selections are:

1st Race:

1. Boxing Eve.
2. Winsome Stag.
3. Young Pretender.

2nd Race:

1. Harmony.
2. Cavalier.
3. Amusement Tax.

3rd Race:

1. King's Falloch.
2. Delaware Bay.
3. Duke of Melrose.

4th Race:

1. Hiawatha.
2. Grand Tattoo Eve.
3. Majestic Hall.

5th Race:

1. As You Like It.
2. Sunshine.
3. Erstwhile.

6th Race:

1. Huntington.
2. Tarmacadam.
3. Ruster.

7th Race:

1. Mountain Air.
2. Sunlock.
3. Pumpkin.

8th Race:

1. Town Hall.
2. One Third.
3. Misty Eve.

H.E. the General Officer Command-
ing the Troops in China, (Major
General J. W. Sandilands, C.B.,
C.M.G.) was at home yesterday
afternoon to the European Officers,
their wives, and the Indian Officers,
Hongkong and Singapore Brigades,
Royal Artillery.

Those present included Lt. Col. T.
H. F. Robinson, the Officer Command-
ing Major and Mrs. Greer, Captain
Mumby, Captain and Mrs. Sanders,
and Colonel and Mrs. Moore. Colonel
Moore is the C. R. E., Singapore, and
is staying with General Sandilands on
leave. Ten was served on the lawn,
and the company included eleven
Indian officers.

THE U.S. FINANCIAL
CRISIS.

INDUSTRIAL AND LABOUR
LEADERS TO MEET.

WHITE HOUSE PARLEY.

New York, Nov. 15.

It is announced that the Stock
Exchange sessions will be restrict-
ed from 10 a.m. to 1 p.m. in the
forenoons during the ensuing
week, and the Exchange will again
close on Saturday to enable the
brokers to overtake arrears.

The same decisions will apply to
the Curb Market.

To-day, the stock market open-
ed strong, and the upward move-
ment gained momentum. There
was some profit-taking later, but
the market closed firm.

A further interesting develop-
ment is reported in a message
from Washington, which states
that President Hoover has an-
nounced that the leaders of indus-
try, labour and agriculture are to
be summoned to a conference at
White House next week.

The conference is being called
to draw up broad plans for busi-
ness, progress, stimulation of ex-
ports, and business expansion, and
to correlate these in such a way
that agriculture, as well as indus-
try and labour, shall benefit.

The President, in making the
announcement, expressed the op-
inion that in times of economic dis-
turbance action was more effective
than the repeated issuing of state-
ments expressing confidence in the
situation. —Reuter's American Ser-
vice.

KUOMINCHUN LEADER
GOES OVER?

TO AID CHIANG IN ATTACK
ON REBELS.

Nanking, Nov. 15.

A telegram from Chiang Kai-
shek's headquarters at Hsuehchun
states that Sun Liang-sing is with-
drawing from Loyang and its
vicinity, and will participate in
the campaign against Sun Chih-
yuan, the acting commander-in-
chief of the Kuominchun.

Chiang Kai-shek has provision-
ally appointed Sun Liang-sing
commander of the Sixth Route
army. —Reuter.

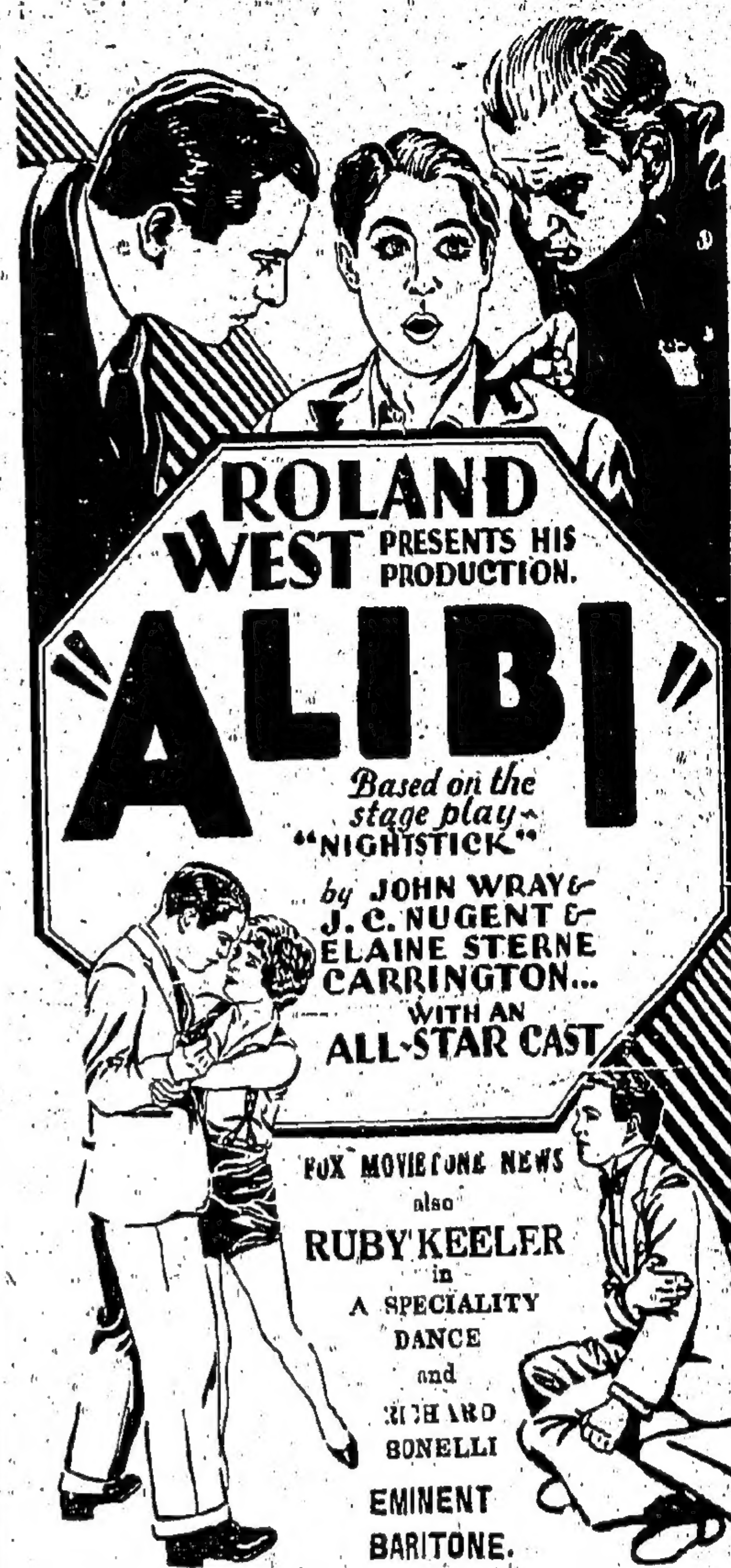
[Sun Liang-sing, the chief Ku-
ominchun leader, was reported yes-
terday to have sued for peace.
Chiang Kai-shek's terms being the
surrender of Loyang and the use
of Sun's forces against the Ku-
ominchun troops.]

Classes in the above League, which
have been held in the "Cheer O"
building, Queen's Road, will, owing to
lack of space, be transferred to the
Y.M.C.A., Kowloon, and will be held
every Monday evening at 7.15 p.m.

A social evening will be held, after
Evensong at the Cathedral, in the
Cathedral Hall on Sunday evening.
Music and light refreshments will be
provided.

A dance will be held by the H.M.S.
Berwick social club at Messrs. Lane
Crawford's on Friday next at 8 p.m.
The noted "Beers" band will be in
attendance.

100% TALKING!



ROLAND WEST PRESENTS HIS
PRODUCTION.

"ALIBI"
Based on the
stage play—
"NIGHTSTICK"
by JOHN WRAYE,
J. C. NUGENT &
ELAINE STERNE
CARRINGTON...
WITH AN
ALL-STAR CAST

FOX MOVIE-TONE NEWS

also

RUBY KEELER

in

A SPECIALITY

DANCE

and

RICHARD

BONELLI

EMINENT

BARITONE.

AT THE
QUEEN'S FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

WILLIAM FOX PRESENTS



The WOMAN FROM HELL
with **MARY ASTOR**
ROBERT ARMSTRONG
ROY DARCY
From the play by
GEORGE SCARBOROUGH-JAIME DEL RIO
LOIS LEESON
A. FERICKSON
production

AT THE
WORLD FINAL SHOWINGS TO-DAY
Continuous Performance
From 1.15 to 11.15.

"THE MIDNIGHT TAXI"



With **ANTONIO MORENO**,
HELENE COSTELLO, **MYRNA LOY**.

AT THE
STAR FINAL SHOWINGS TO-DAY
At 2.30, 5.30 & 9.20.